

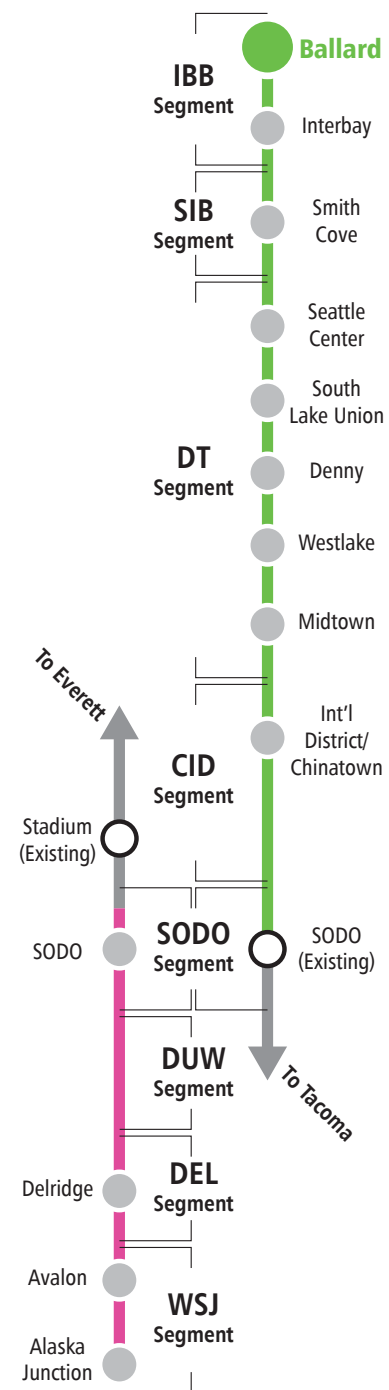
Ballard Station

Ballard Link Extension

Station area context

Ballard is a historic waterfront neighborhood known for its eateries, craft breweries, Olympic Mountain views, and Scandinavian maritime roots. The Ballard Avenue Landmark district includes boutiques, art galleries, and a year-round farmers market adjacent to active maritime industrial uses. The Hiram M. Chittenden Locks and Golden Gardens Park attract locals and tourists alike, and Swedish Medical Center is a major employer. One of Seattle's fastest growing neighborhoods, Ballard's core is dense with multifamily and mixed-use buildings.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the scale, walkability, and vibrancy of the area, which is home to many local businesses.



What we heard so far

NEIGHBORHOOD FEEDBACK

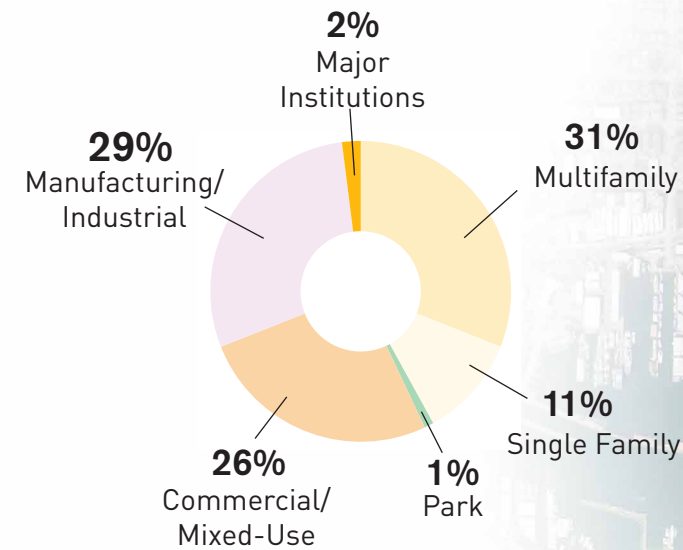
- 1 Intersection of 15th Ave NW and NW Market St is a difficult environment for pedestrians
- 2 Concerned about how light rail will be extended north in the future
- 3 Extending Gemenskap Park south along on 14th Ave NW is important
- 4 14th Ave NW is a planned pedestrian route
- 5 New development is bringing more foot traffic to industrial area, but area is not safe for pedestrians
- 6 Desire to maintain and support current and future industrial uses
- 7 Opportunity to mix light industry with housing



Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Station area context

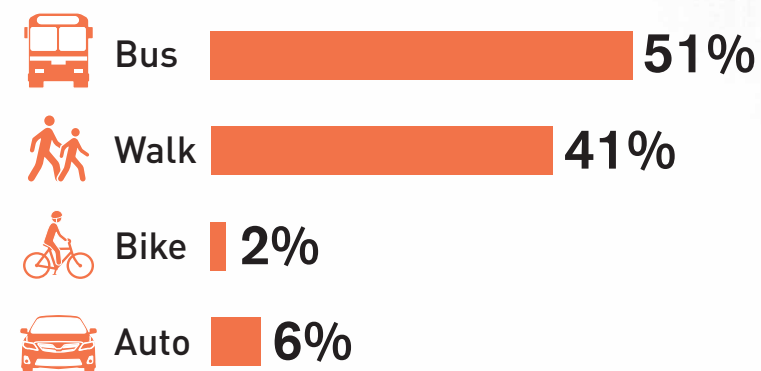
Existing land use in the station area ⁽¹⁾



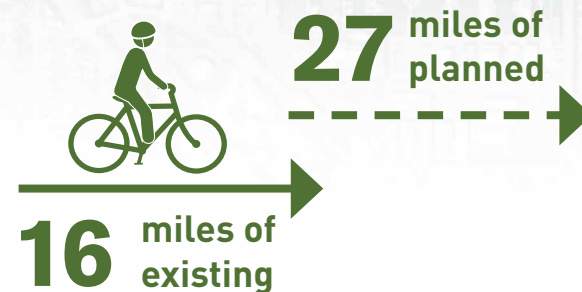
Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area 2040 ^(1,4)



Planning and design priorities

Planning and design priorities can help frame how a station and station area will look and function

- Explore a protected bike lane on NW Market Street
- Maximize equitable transit oriented development and retail opportunities
- Integrate station entrances into transit oriented development at street corners
- Provide generous public space along NW Market St
- Incorporate plazas and open space only where activated by adjacent uses

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Ballard Station

Ballard Link Extension

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains four alternatives for the Ballard Station.



Draft EIS alternatives

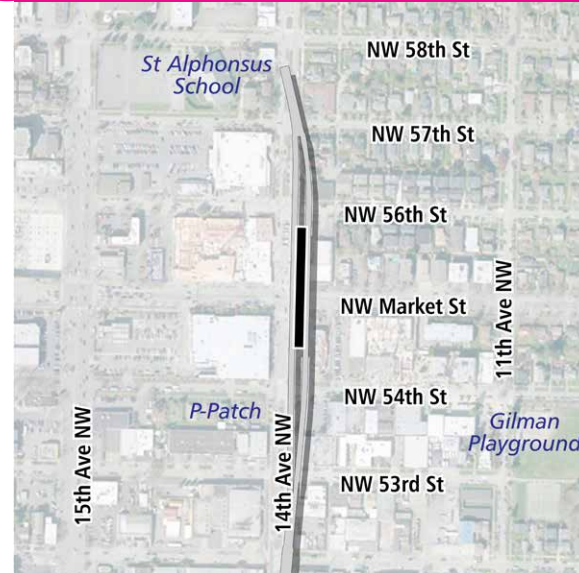
- Preferred alternative
- Preferred alternatives with third-party funding
- Other alternative

Route and station profiles

- Elevated
- Tunnel
- Tunnel portal

1 Preferred Alternative

See P.204



Elevated 14th Avenue Station (IBB-1a)

Elevated station on the east side of 14th Ave NW straddling NW Market St

2 Preferred Alternative with Third-Party Funding

See P.210

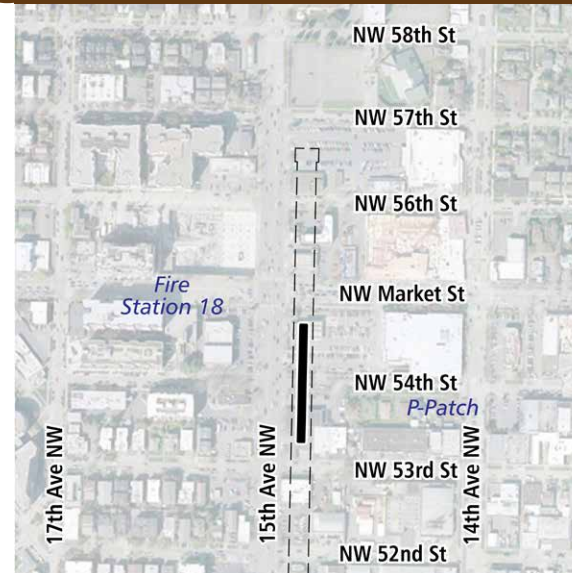


Tunnel 14th Avenue Station (IBB-2a)

Tunnel station beneath 14th Ave NW under NW Market St

3 Preferred Alternative with Third-Party Funding

See P.216



Tunnel 15th Avenue Station (IBB-2b)

Tunnel station on the east side of 15th Ave NW south of NW Market St

4 Other Alternative

See P.222



Elevated 15th Avenue Station (IBB-3)

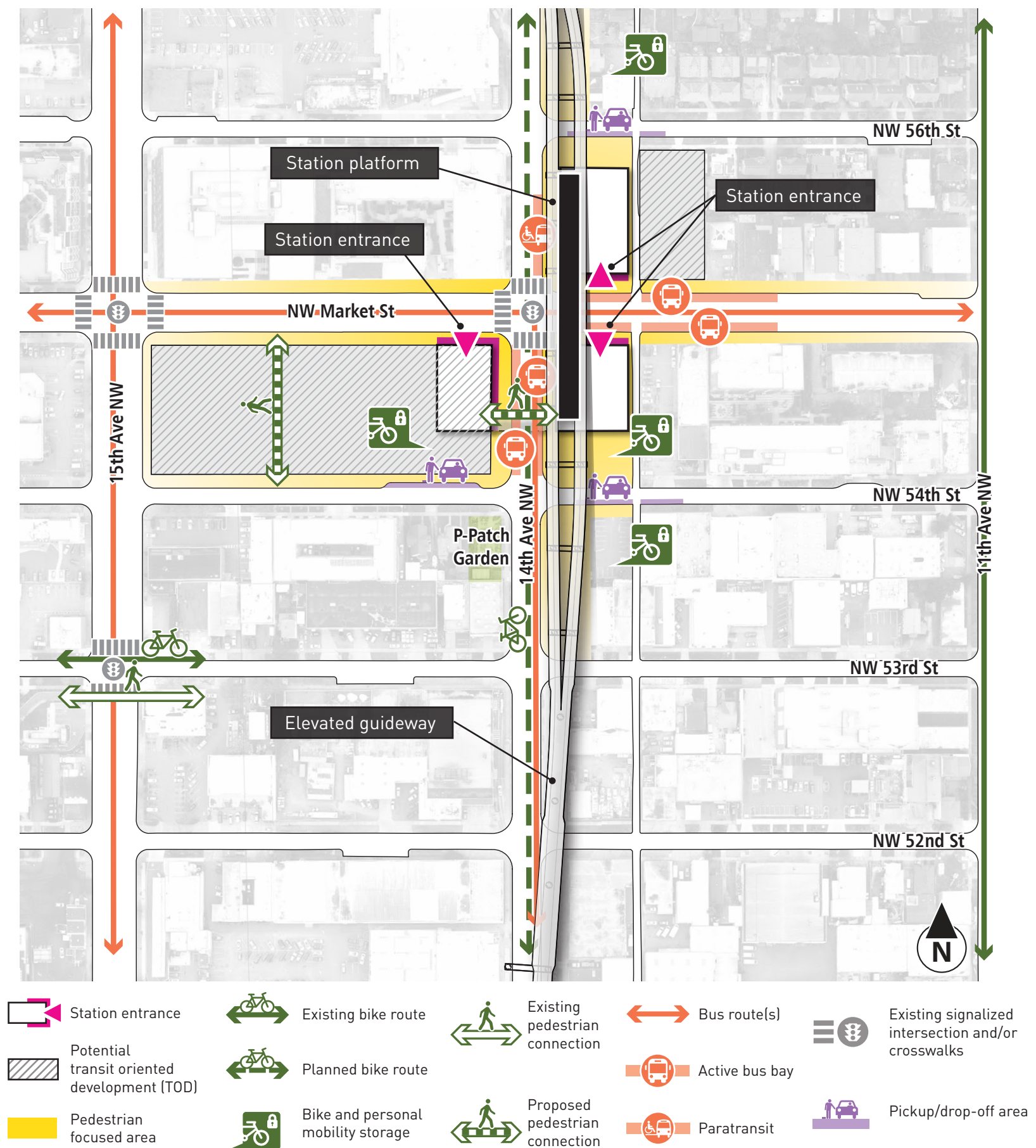
Elevated station on the east side of 15th Ave NW south of NW Market St

Ballard Link Extension

Preferred Alternative

The Elevated 14th Avenue station alternative would be located on a former streetcar route one block east of the busy 15th Ave NW corridor. To the north is a multifamily neighborhood with schools, grocery stores, and a church. To the south, light-industrial uses coexist with a lively mix of breweries, a P-patch, a church, and distinctive small businesses.

A former streetcar route, 14th Ave NW is a wide street with parking on both sides and in the median. The elevated guideway associated with this alternative would offer an opportunity to reconfigure 14th Ave NW. Starting four blocks north of the station, Gemenskap Park represents a design that could be continued south, extending the linear park for exercise, play and relaxation. In the industrial area, space under and adjacent to the guideway could be used for parking, a separated bike facility, outdoor café tables and seating, or other uses.

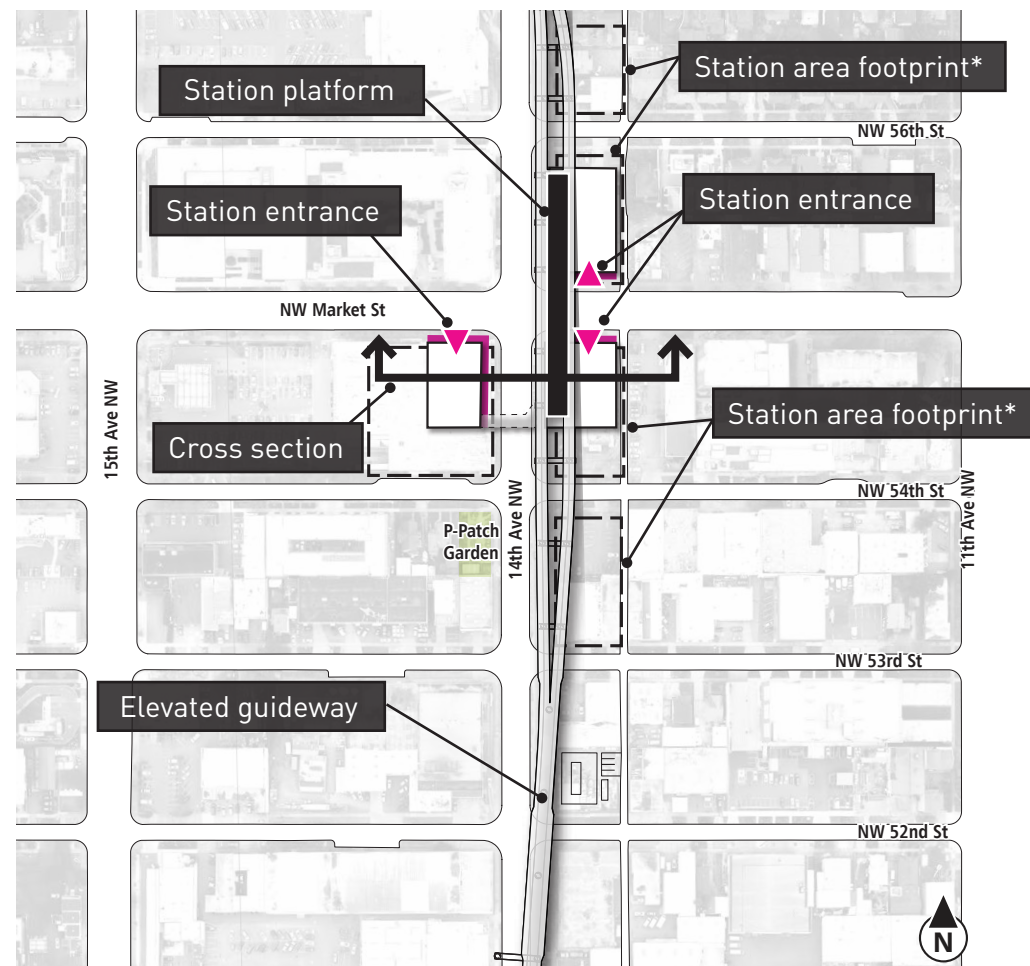


Ballard Station

Ballard Link Extension

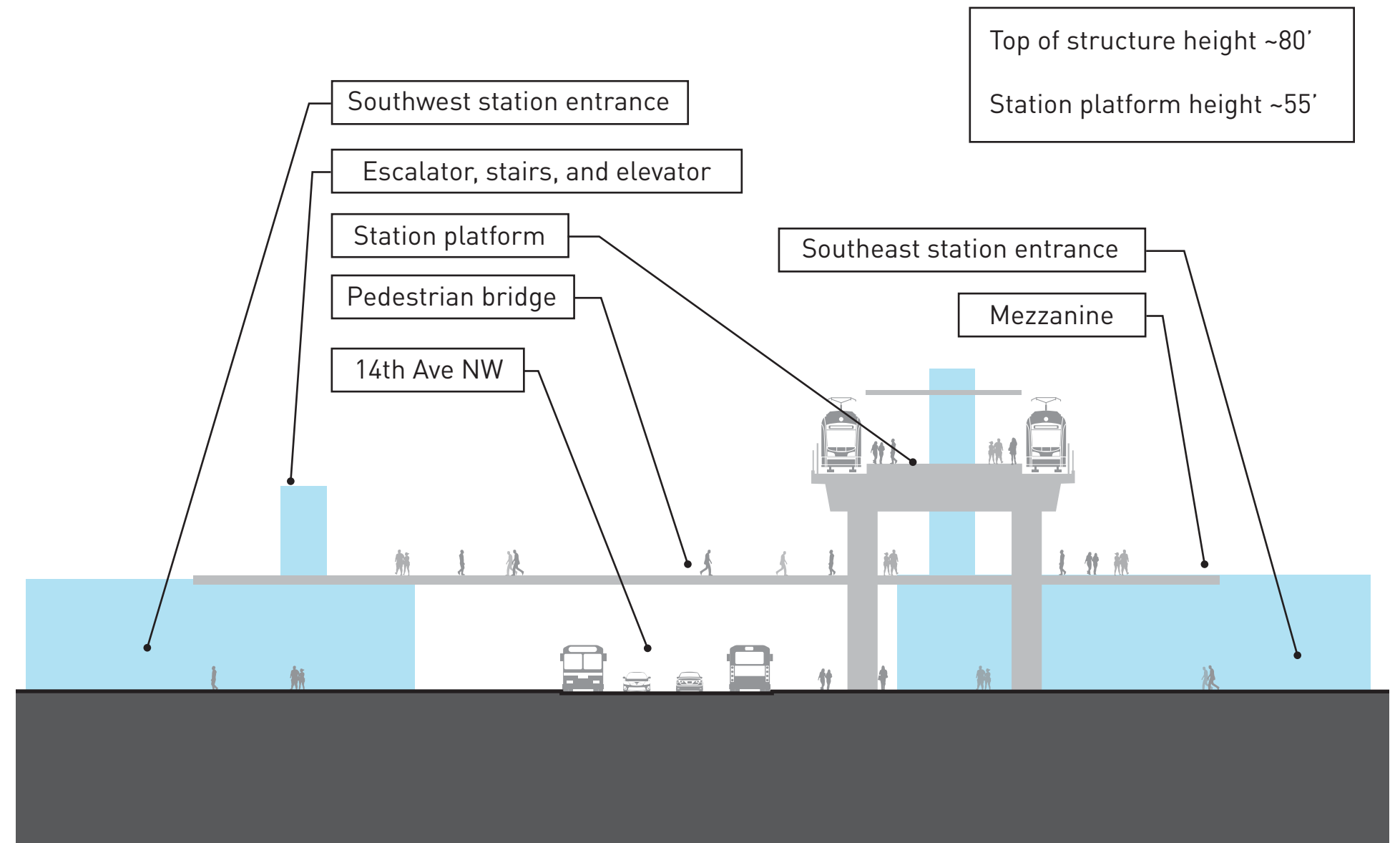
Elevated 14th Avenue Station (IBB-1a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

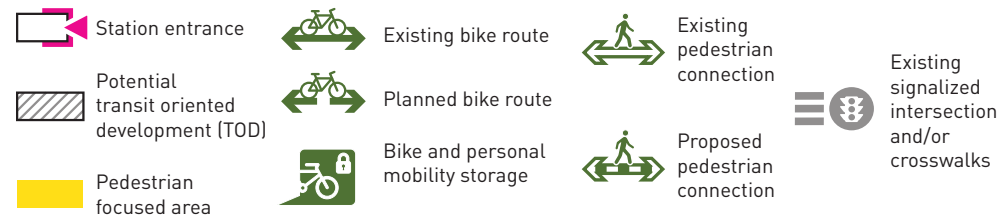
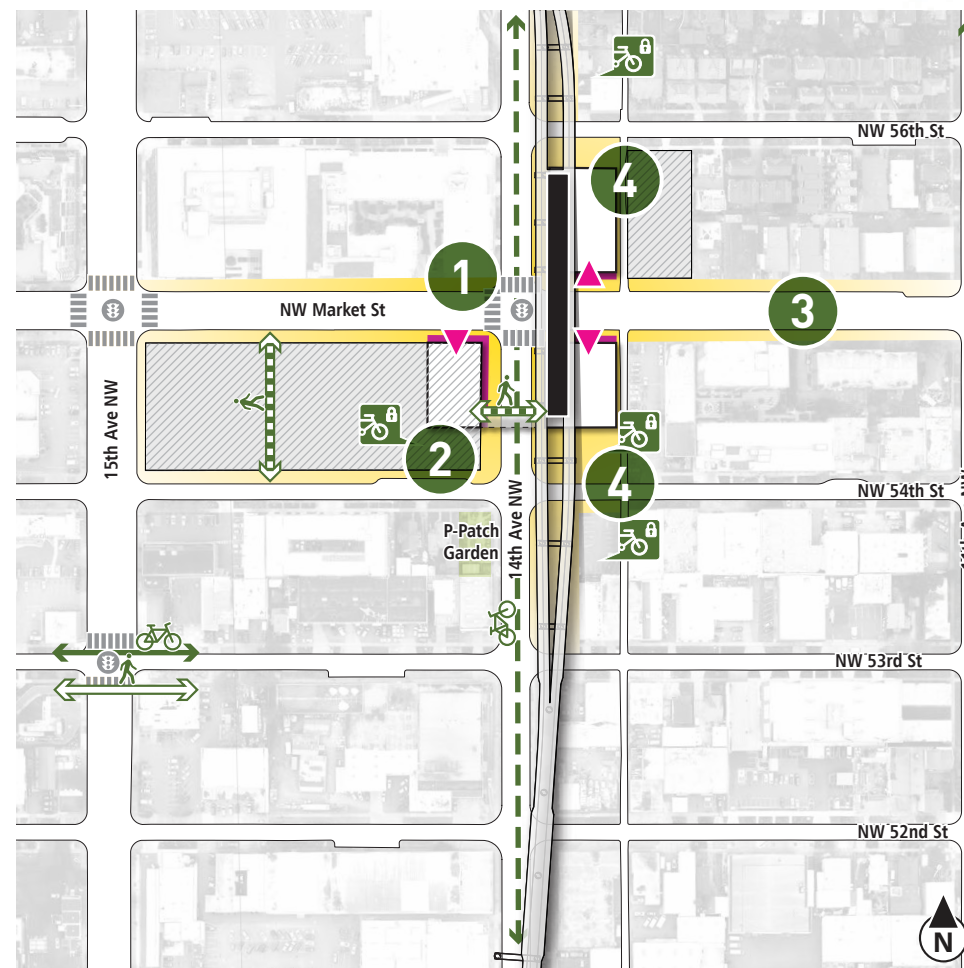
Ballard Station

Ballard Link Extension

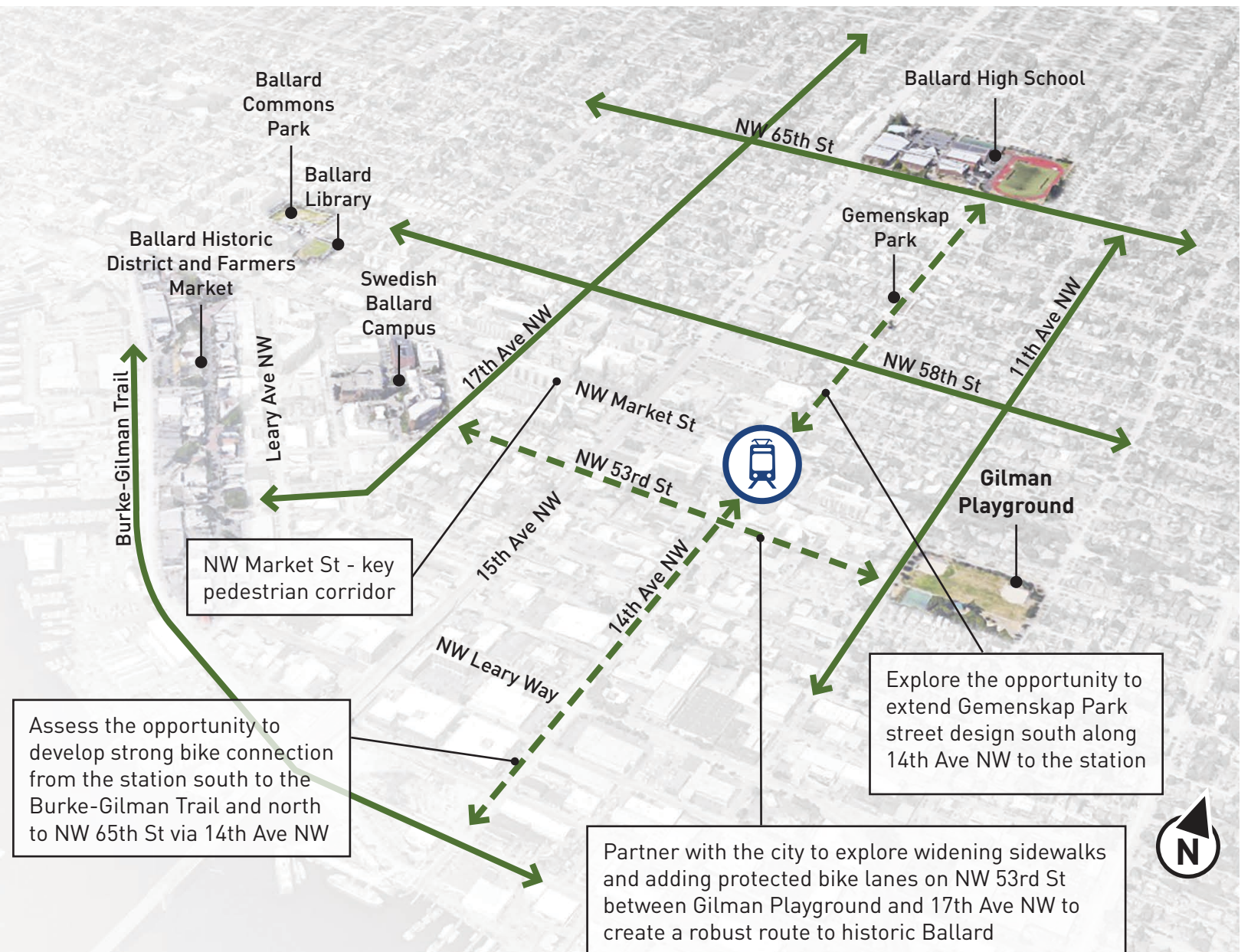
Elevated 14th Avenue Station (IBB-1a)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Consider longer walk signals for pedestrians and enhanced crosswalks
- 2 Consider connections between upper level(s) of adjacent buildings and the station platform
- 3 Partner with the city to explore pedestrian improvements, including landscaping, on NW Market St between historic Ballard and 11th Ave NW to encourage walking to the station
- 4 Explore opportunities to locate storage for bikes and personal mobility devices closer to station entrances while minimizing conflicts with pedestrians



Urban design treatments under guideway



Cycle center with storage, rental, and repair

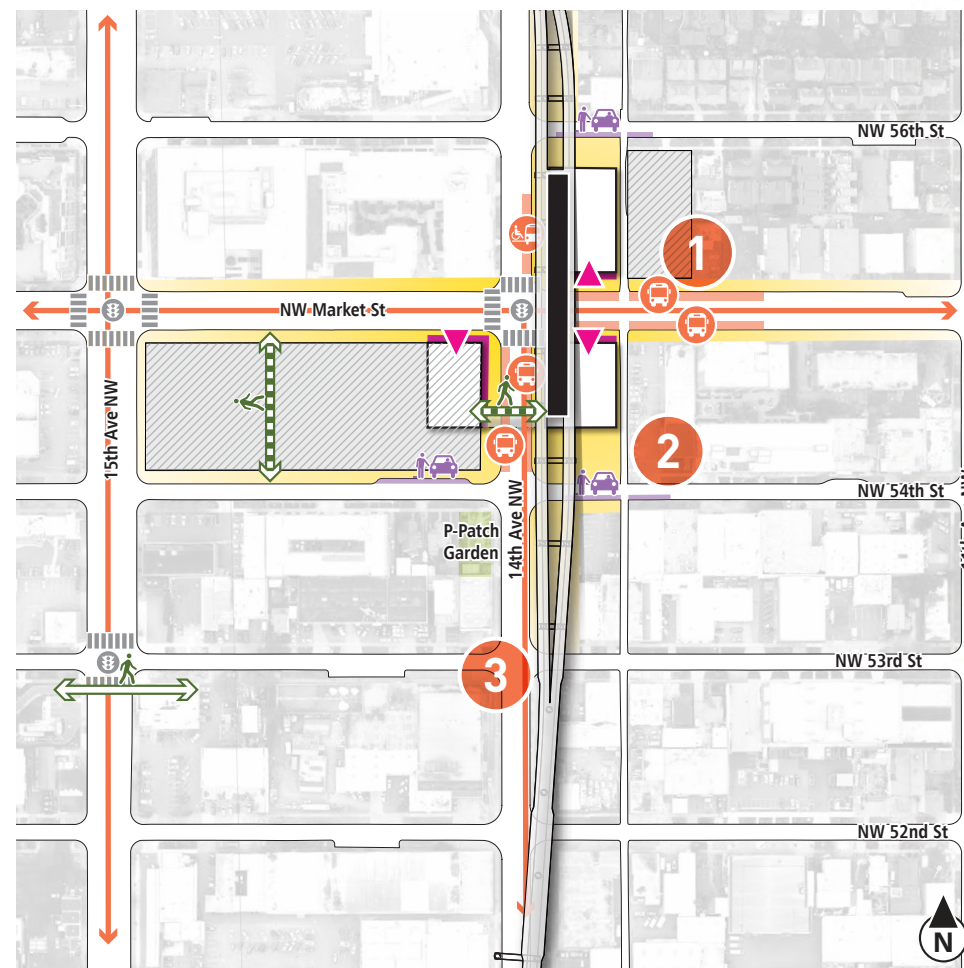
Ballard Station

Ballard Link Extension

Elevated 14th Avenue Station (IBB-1a)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Bus route(s)
- Active bus bay
- Paratransit
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signaled intersection and/or crosswalks
- Pickup/drop-off area

- 1 Passengers coming from buses don't need to cross NW Market St to access station entrance
- 2 Refine pickup/drop-off areas and consider locations away from bus zones and bike facilities
- 3 Explore ways to reconfigure the street to better accommodate station access



Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers



Transit-only block with pedestrian lights and benches

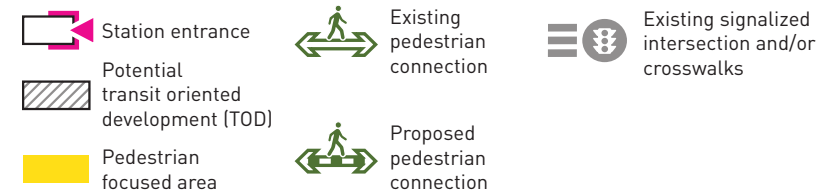
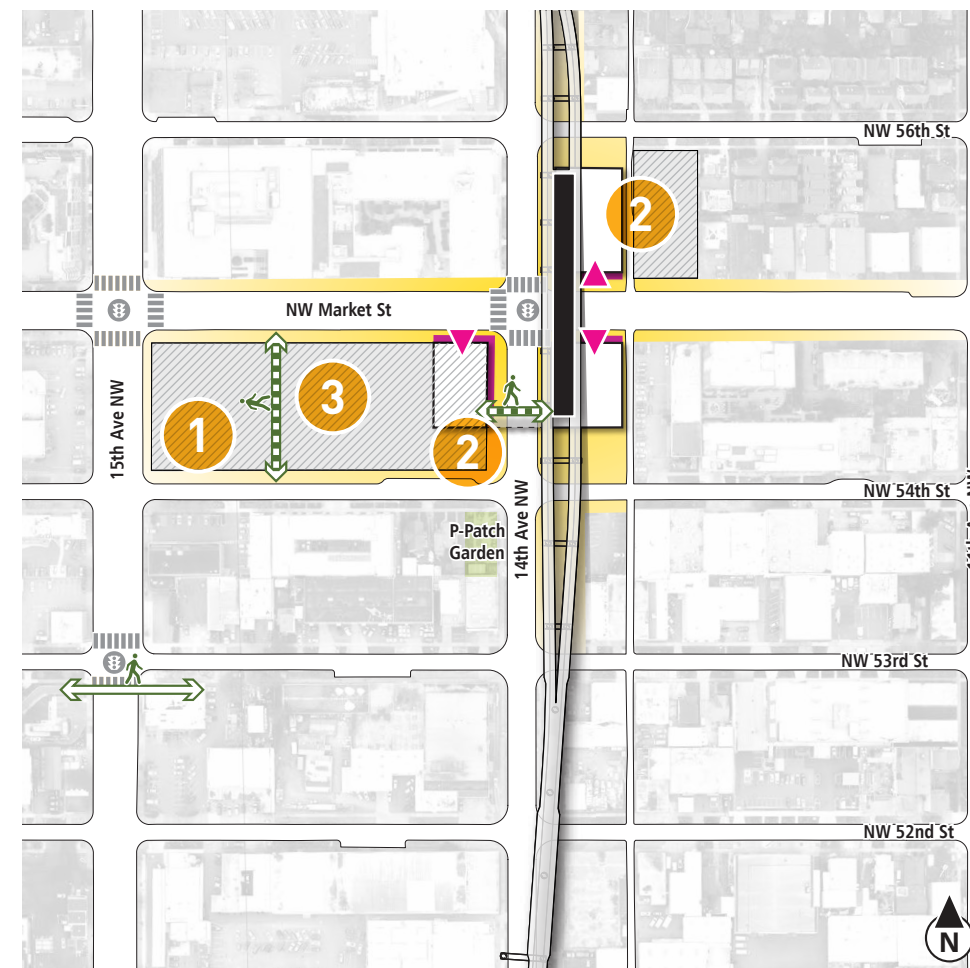
Ballard Station

Ballard Link Extension

Elevated 14th Avenue Station (IBB-1a)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Explore residential and retail development opportunities around the station
- 2 Consider multi-floor development that includes the station entrance and access to station platform
- 3 Explore the opportunity to introduce connectivity and circulation through midblock connections, alley or street reconfiguration, and development strategies that allow for public access through the site

Full-block site with potential for transit oriented development provides opportunities for transit-supportive uses that could strengthen the walkability of the station area

As development occurs in the station area, encourage uses that complement the existing mix of retail, small businesses, and open space while allowing for denser residential development

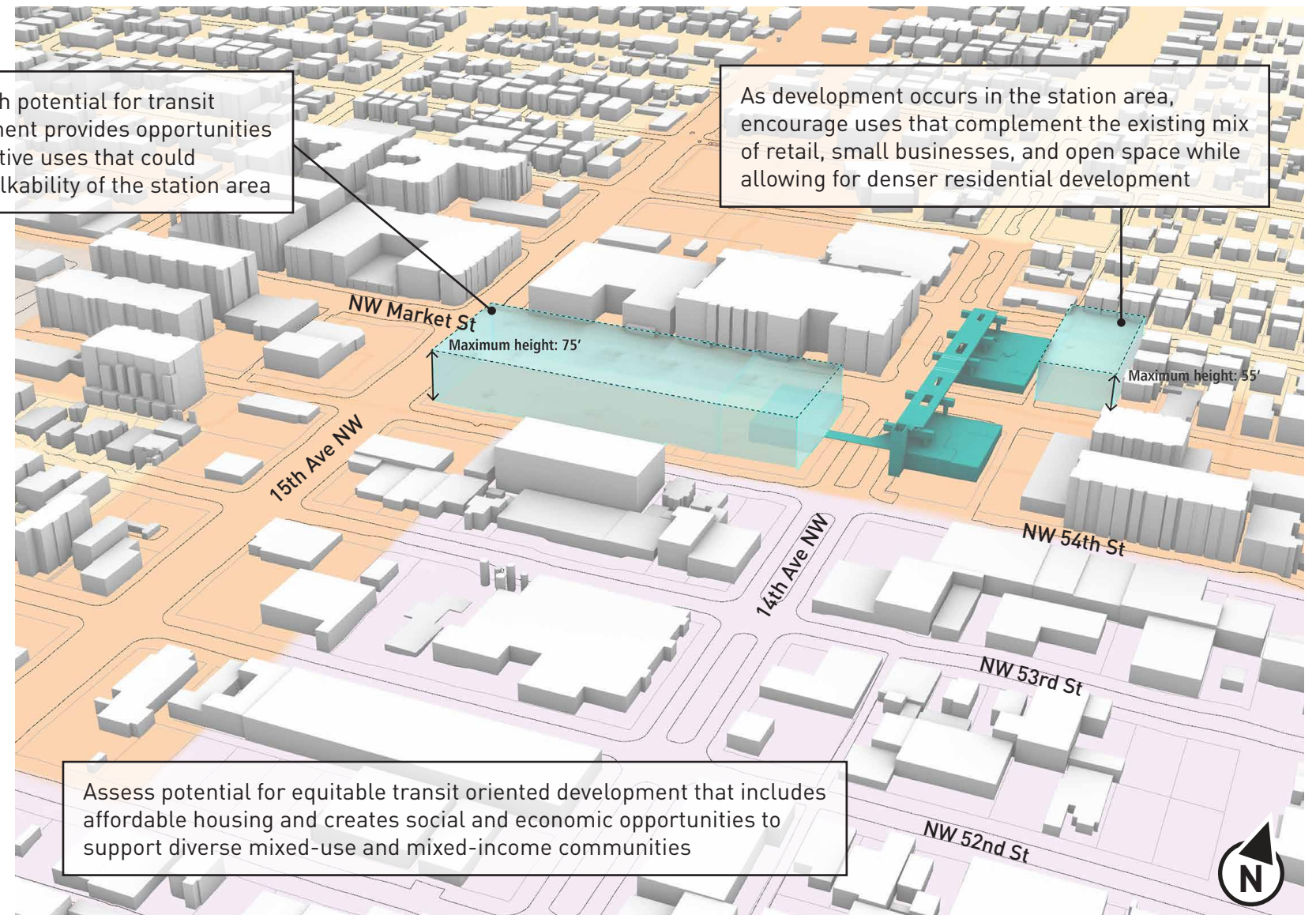
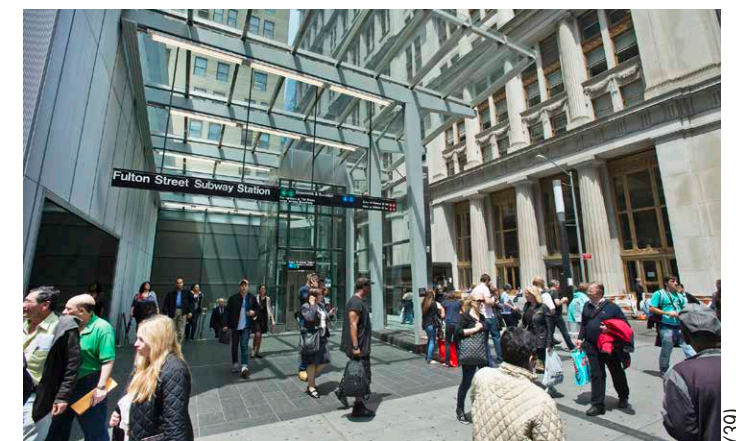


Diagram above depicts potential building envelopes based on current (2021) zoning.



Lively plaza near station entrance with space for pedestrian through-traffic and other active uses



Transit station integrated with mixed-use development

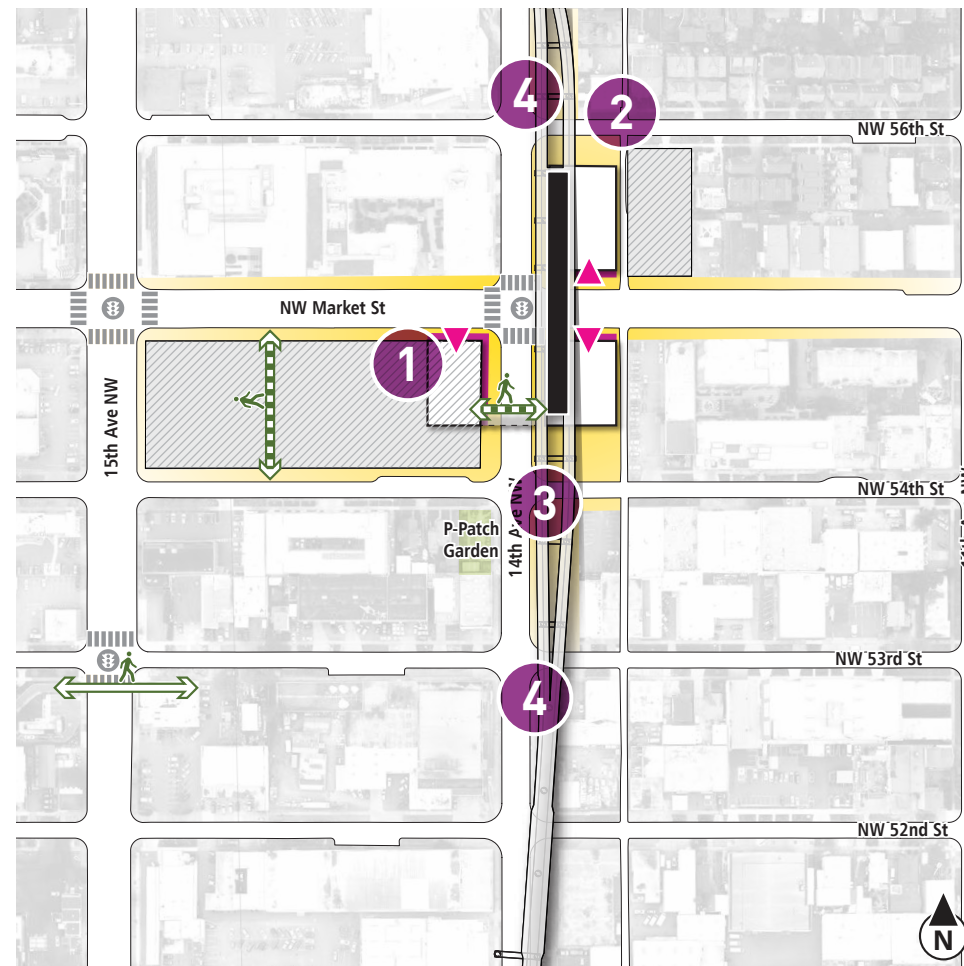
Ballard Station

Ballard Link Extension

Elevated 14th Avenue Station (IBB-1a)

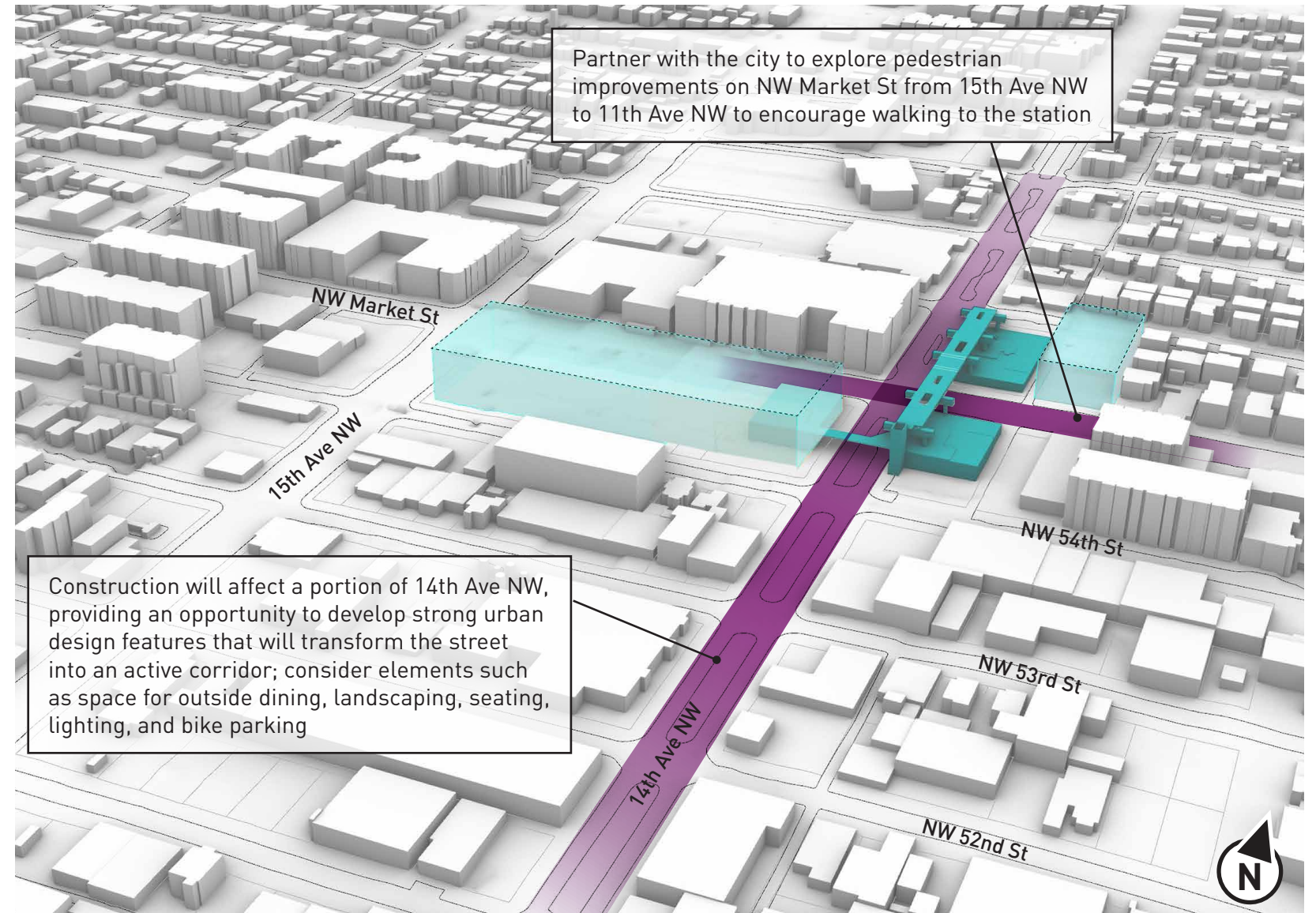
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.

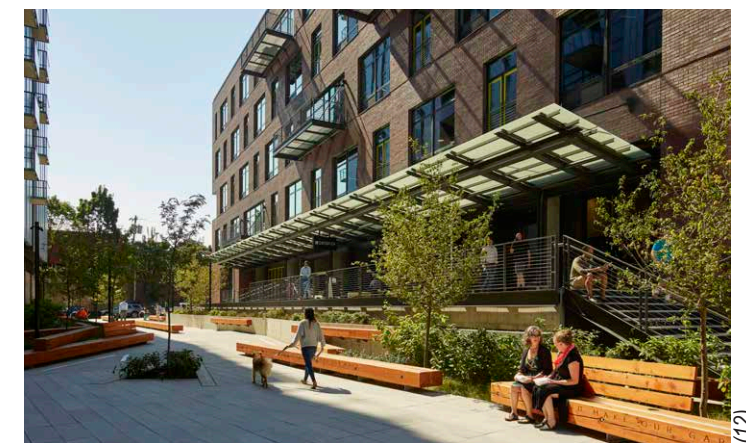


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signalized intersection and/or crosswalks

- 1 Encourage building frontages that are inviting and lively
- 2 Create plazas and open spaces around station entrances and other active uses
- 3 Focus on pedestrian scale for building and streetscape design in the station area
- 4 Work with community members on how best to integrate the elevated structure into the neighborhood by intentionally designing and programming space under the guideway for pocket parks, community gardens, and trails



Sidewalk designed with pedestrians in mind



Lively plaza near a building entrance

Ballard Station

Ballard Link Extension

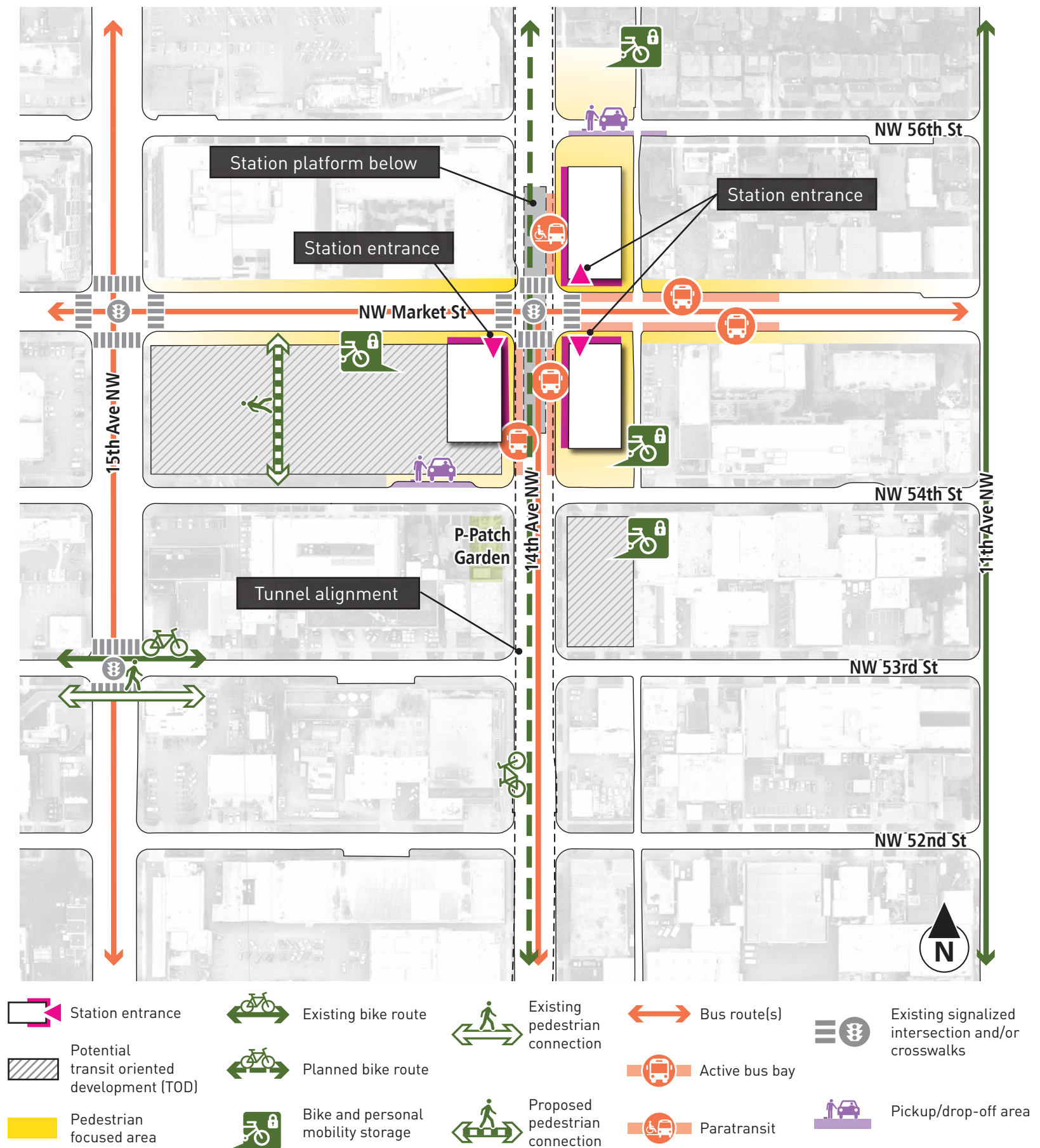
Tunnel 14th Avenue Station (IBB-2a)

Preferred Alternative with Third-Party Funding

Station context plan

The Tunnel 14th Avenue station alternative would be located in the same location as the Elevated 14th Avenue station alternative on a former streetcar route, one block east of the busy 15th Ave NW corridor. To the north is a multifamily neighborhood with schools, grocery stores, and a church. To the south, light-industrial uses coexist with a lively mix of breweries, a P-patch, retail and unique small businesses.

While the tunnel construction associated with this alternative would not offer the same opportunities to reconfigure 14th Ave NW as the elevated alternative, the immediate station vicinity could provide space for recreation, parking, a separated bike facility, outdoor café tables or seating, and other uses. Station entrances on three corners of the intersection could be designed to emphasize the station area as a “gateway” to Ballard.

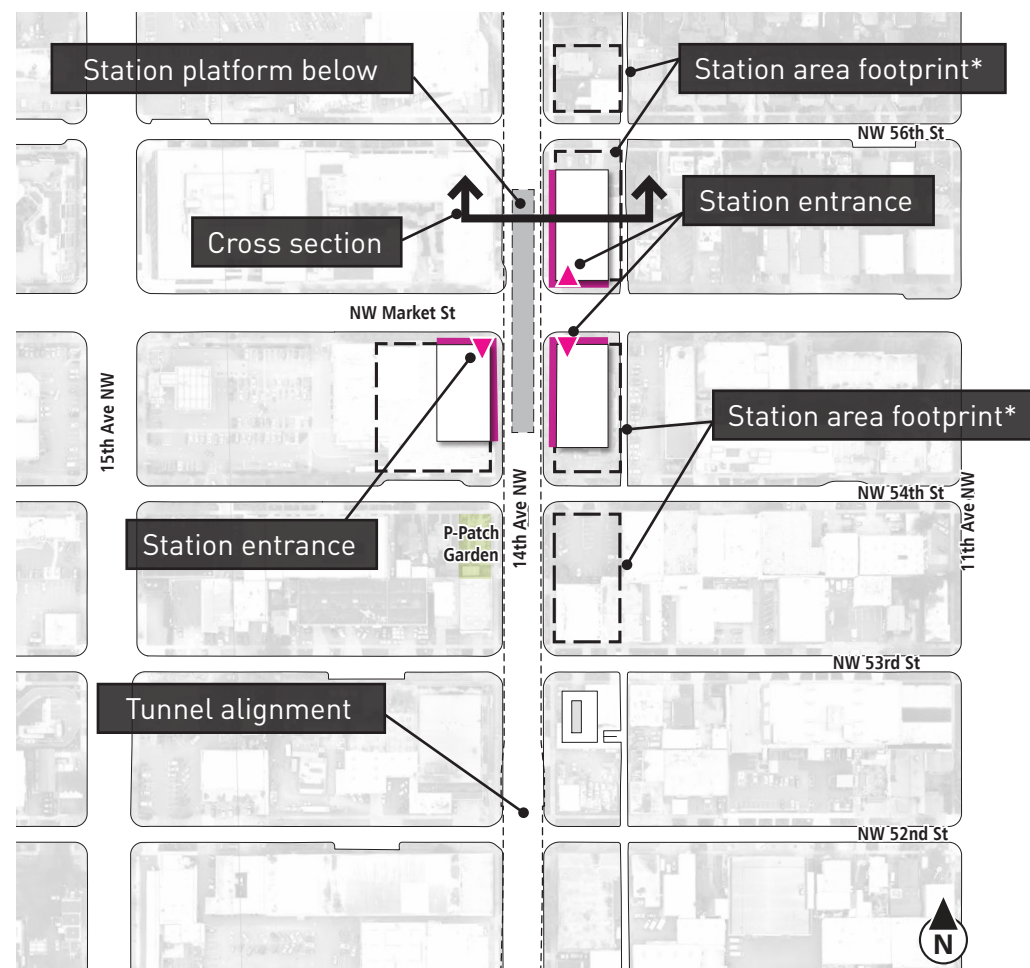


Ballard Station

Ballard Link Extension

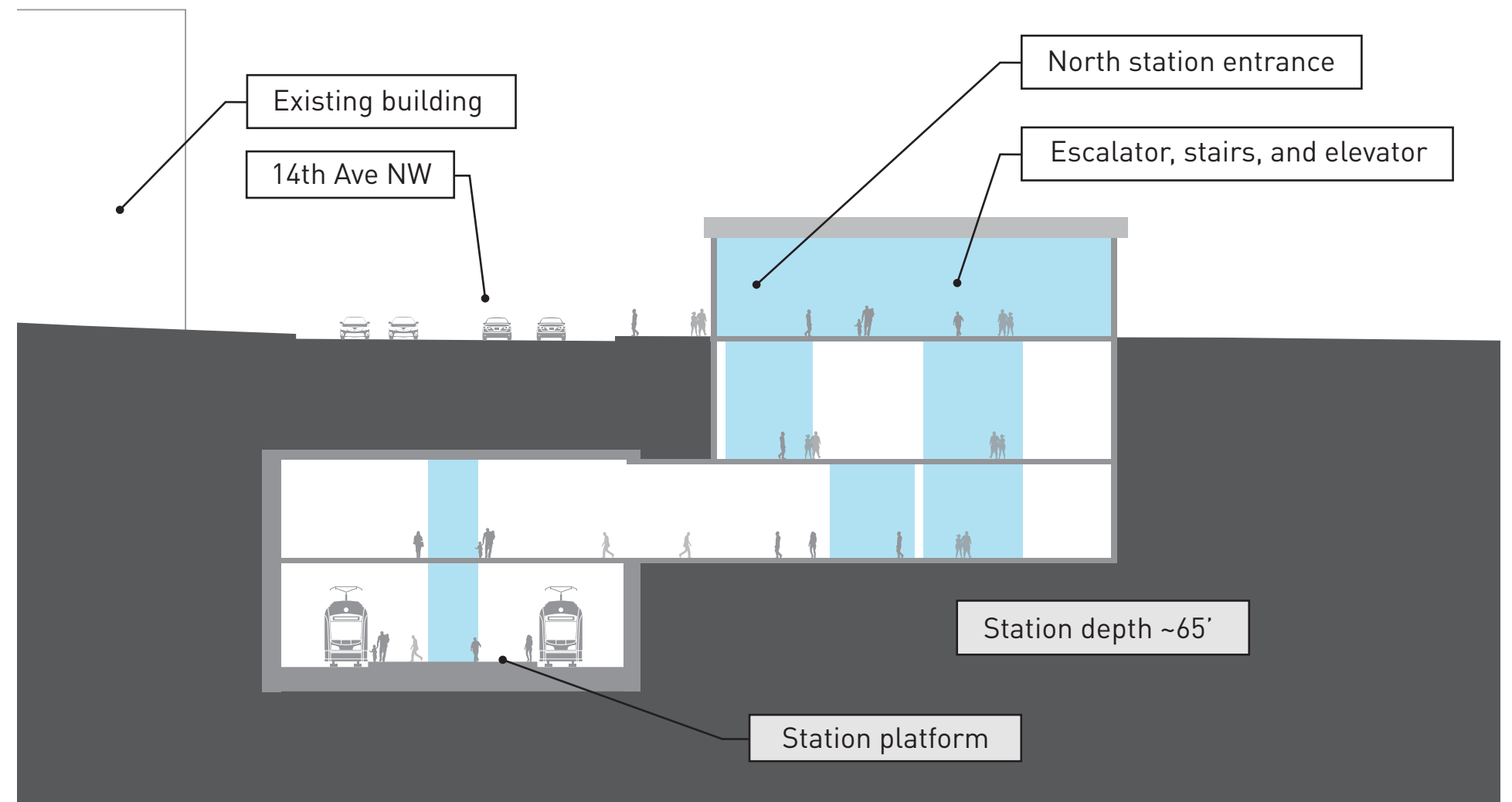
Tunnel 14th Avenue Station (IBB-2a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

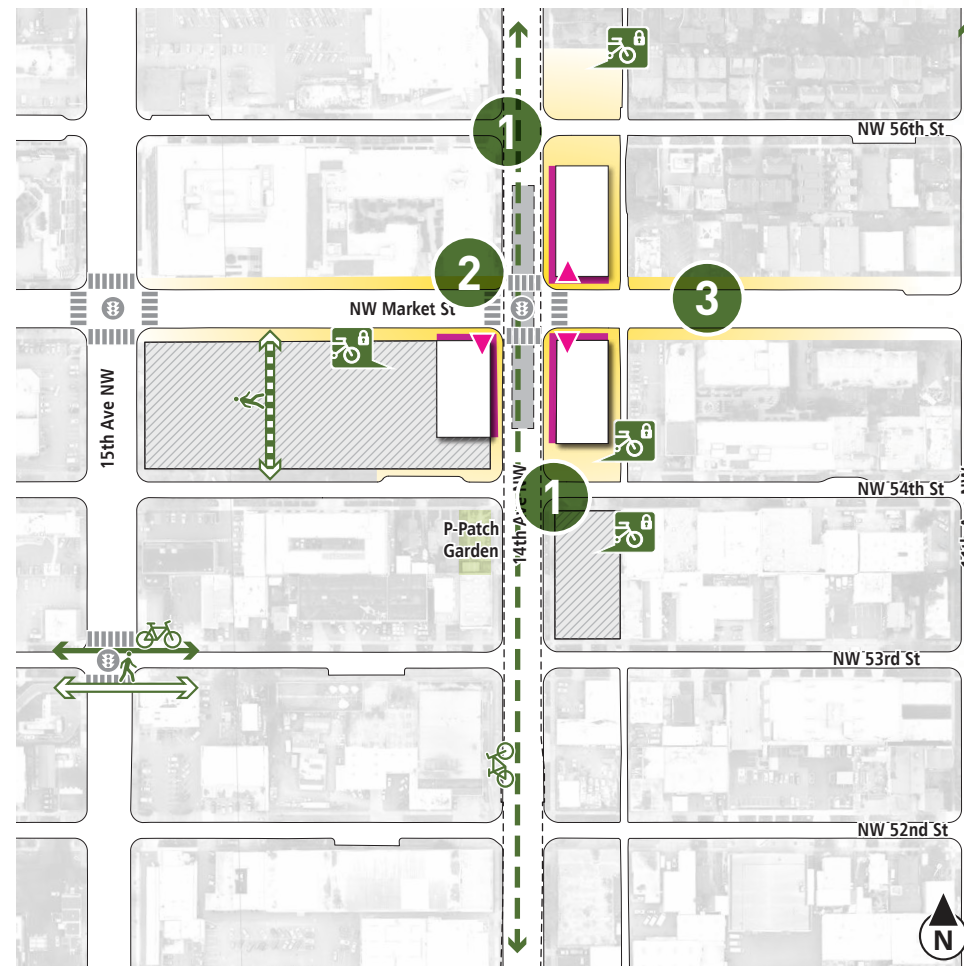
Ballard Station

Ballard Link Extension

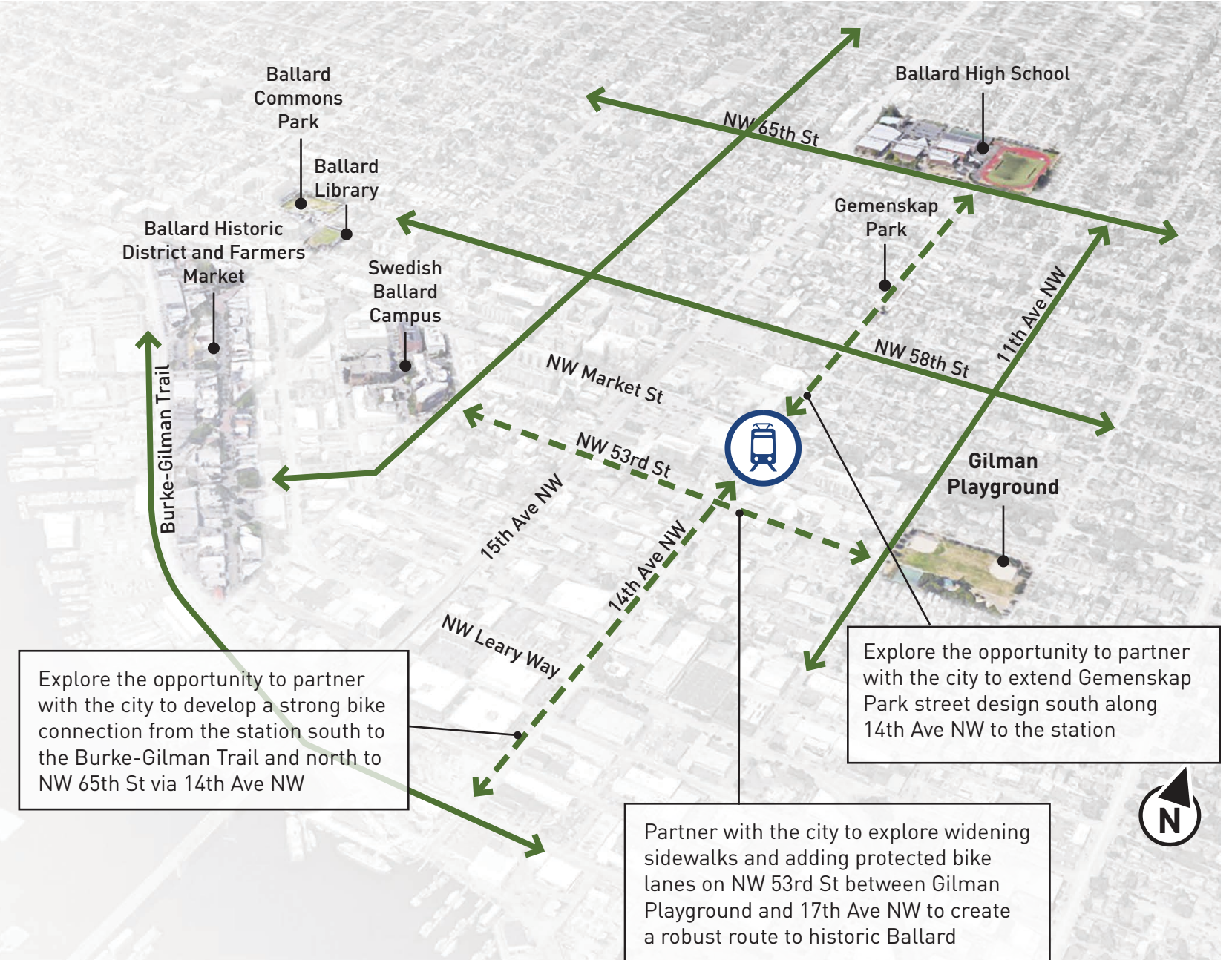
Tunnel 14th Avenue Station (IBB-2a)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Explore intersection improvements including ADA accessible crosswalks with pedestrian refuge islands
- 2 Consider longer walk signals for pedestrians and enhanced crosswalks
- 3 Explore the opportunity to partner on pedestrian improvements, including landscaping, on NW Market St between historic Ballard and 11th Ave NW to encourage walking to the station



Lively plaza near station entrance with space for pedestrian through-traffic and other active uses



Sidewalk designed with pedestrians in mind

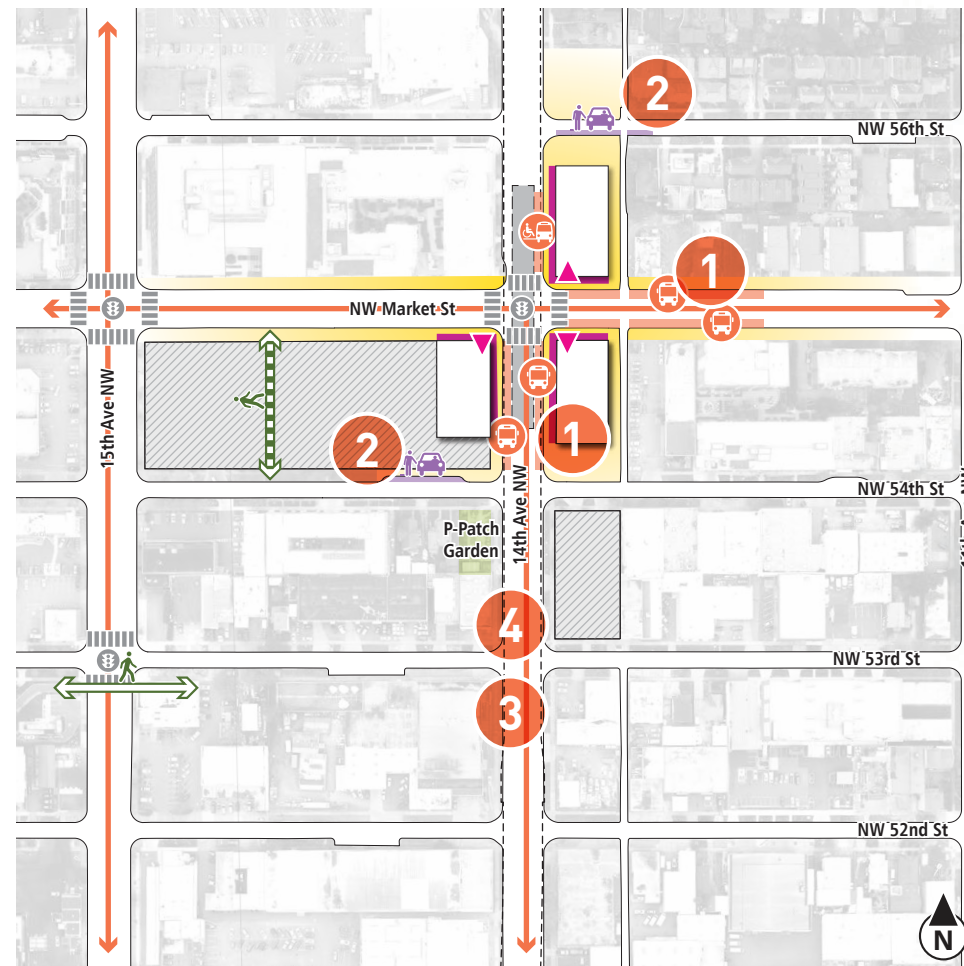
Ballard Station

Ballard Link Extension

Tunnel 14th Avenue Station (IBB-2a)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off.

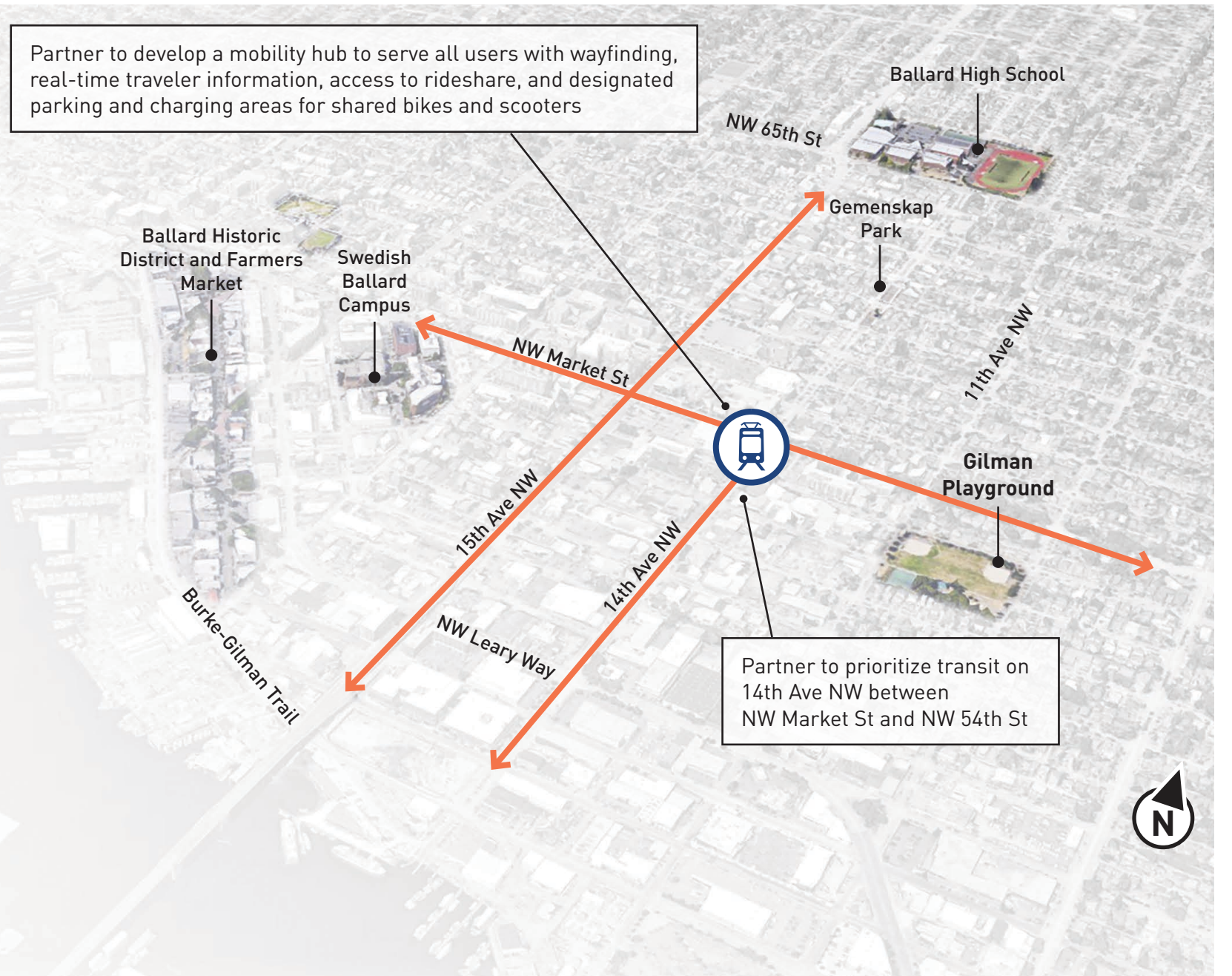


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Bus route(s)
- Active bus bay
- Paratransit
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signalized intersection and/or crosswalks
- Pickup/drop-off area

- 1 Locate bus stops adjacent to station entrances for easy passenger transfers to the station
- 2 Refine pickup/drop-off areas and consider locations away from bus zones and bike facilities
- 3 Explore ways to reconfigure the street to better accommodate station access
- 4 Route buses from 15th Ave NW to 14th Ave NW, where feasible, to provide a direct bus to rail connection

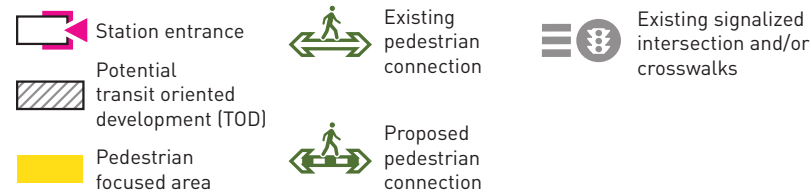


Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers

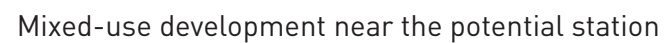
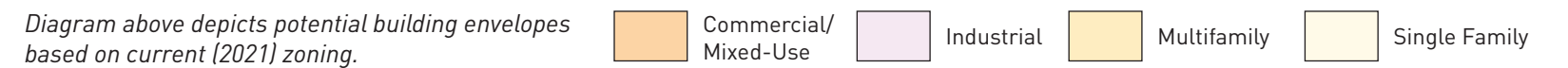


Transit-only block with pedestrians and cyclists using the street

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 2



Ballard Station

Ballard Link Extension

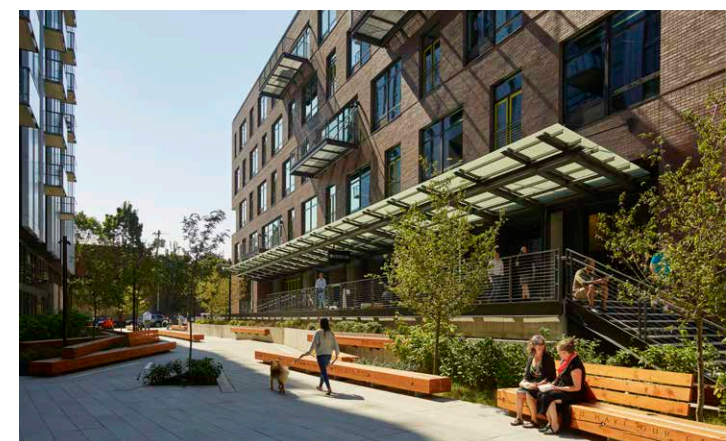
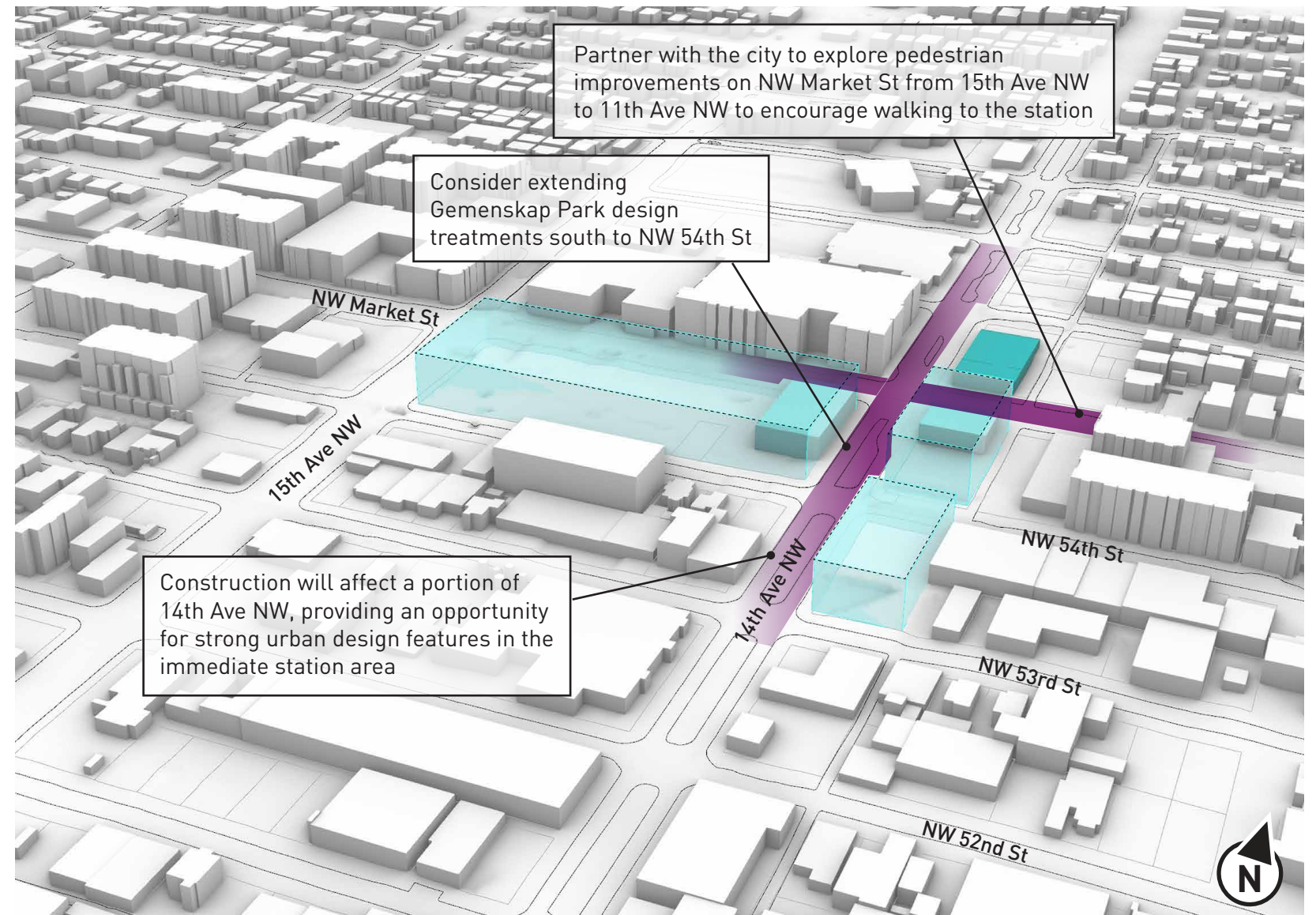
Tunnel 14th Avenue Station (IBB-2a)

Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- 1 Encourage building frontages that are inviting and lively
- 2 At station entrances and associated development projects, consider design elements—such as lighting, seating, and landscaping—that reinforce the connection to the Ballard core
- 3 Create plazas and open space around station entrances and other active uses



Lively plaza near a building entrance



Urban design treatments extending park-like features

Ballard Station

Ballard Link Extension

Tunnel 15th Avenue Station (IBB-2b)

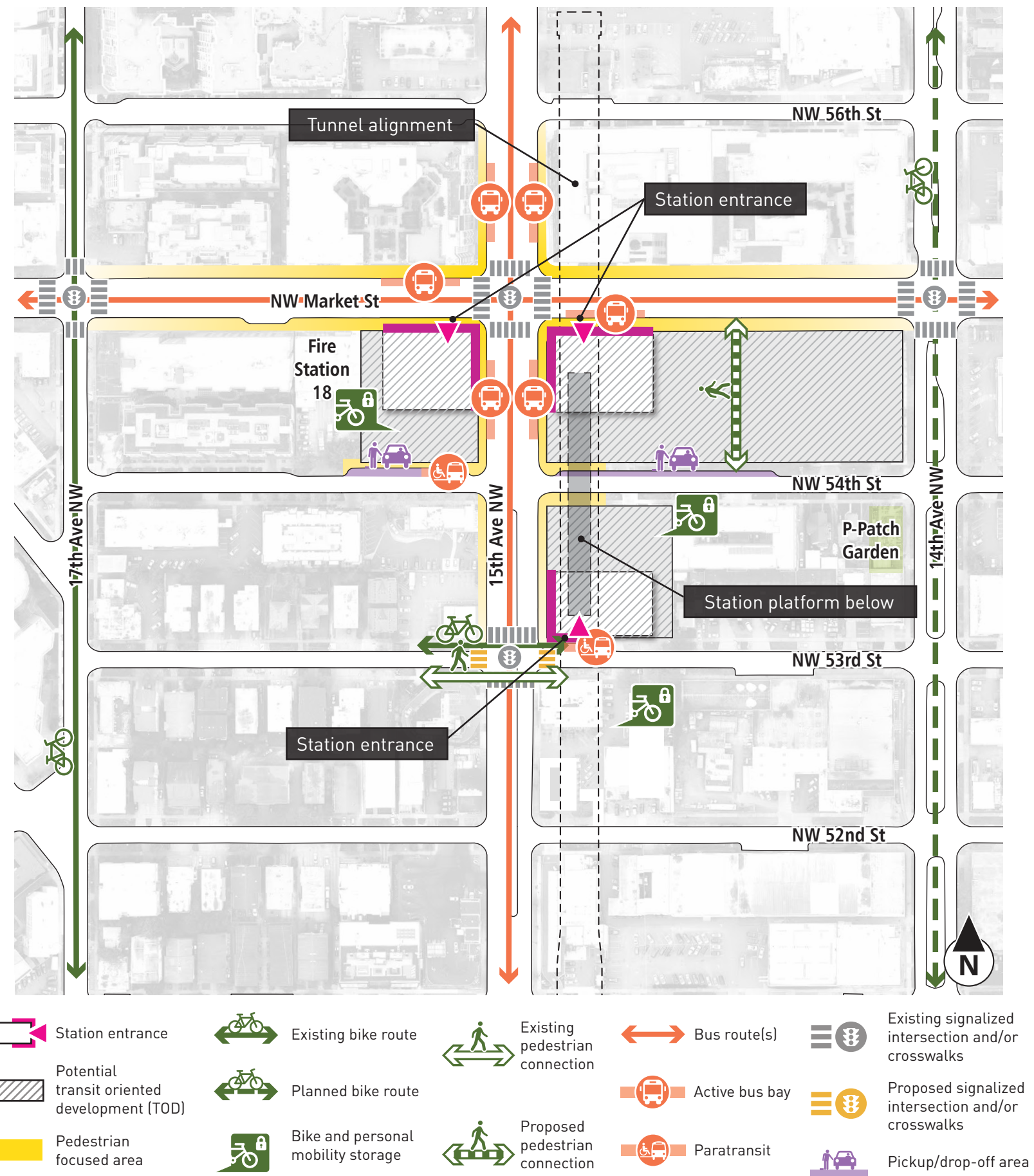
Preferred Alternative with Third-Party Funding

Station context plan

The Tunnel 15th Avenue station alternative south of NW Market St would give passengers quick access to the Ballard Avenue Landmark district and the entire Ballard Urban Village. The immediate area is dominated by older retail uses with surface parking, while more recent mixed-use development integrates parking into the buildings and attracts new residents and shoppers.

15th Ave NW is a principal arterial and a major freight route. Crossing this street can be a challenge, but station entrances on both sides would give bus riders safe and easy access to entrances from most bus stops. Bus riders coming from the stops north of NW Market St, however, would need to cross the street to get to the station.

Tunnel station entrances on both sides of 15th Ave NW, potentially integrated into a larger development, could serve as a “gateway” to Ballard.

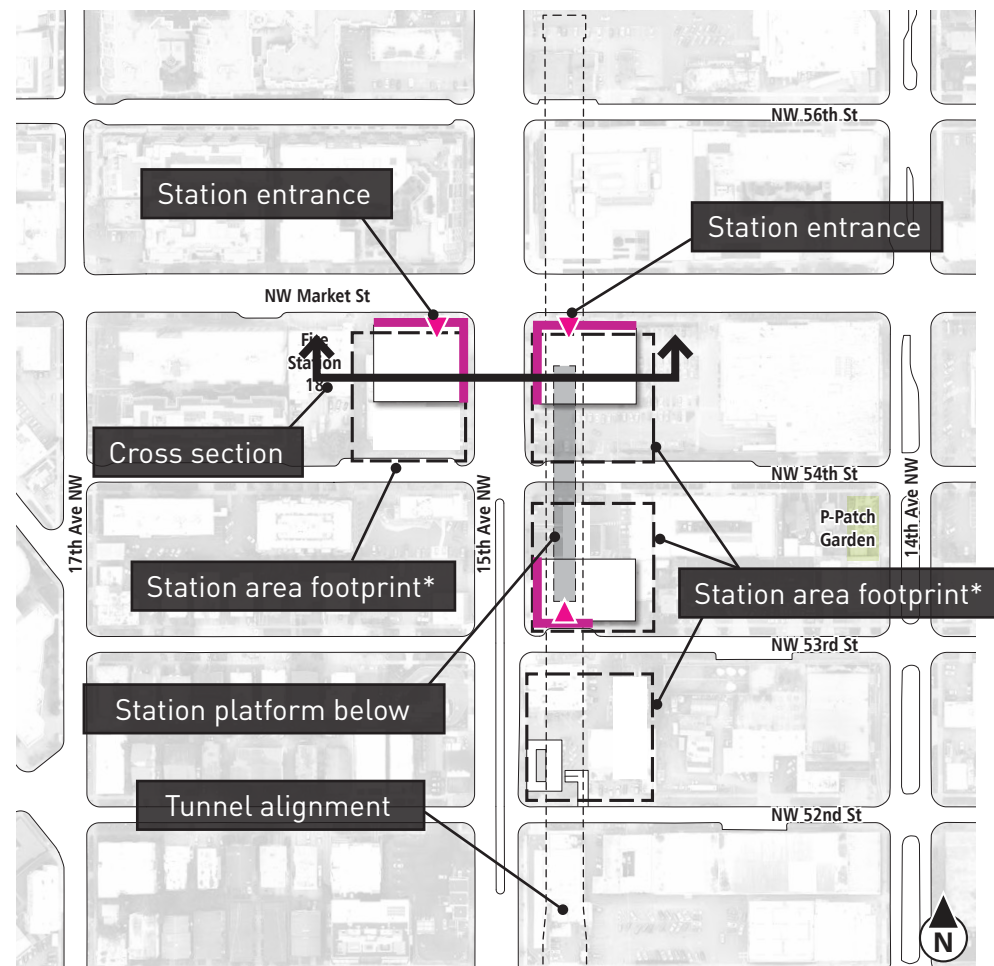


Ballard Station

Ballard Link Extension

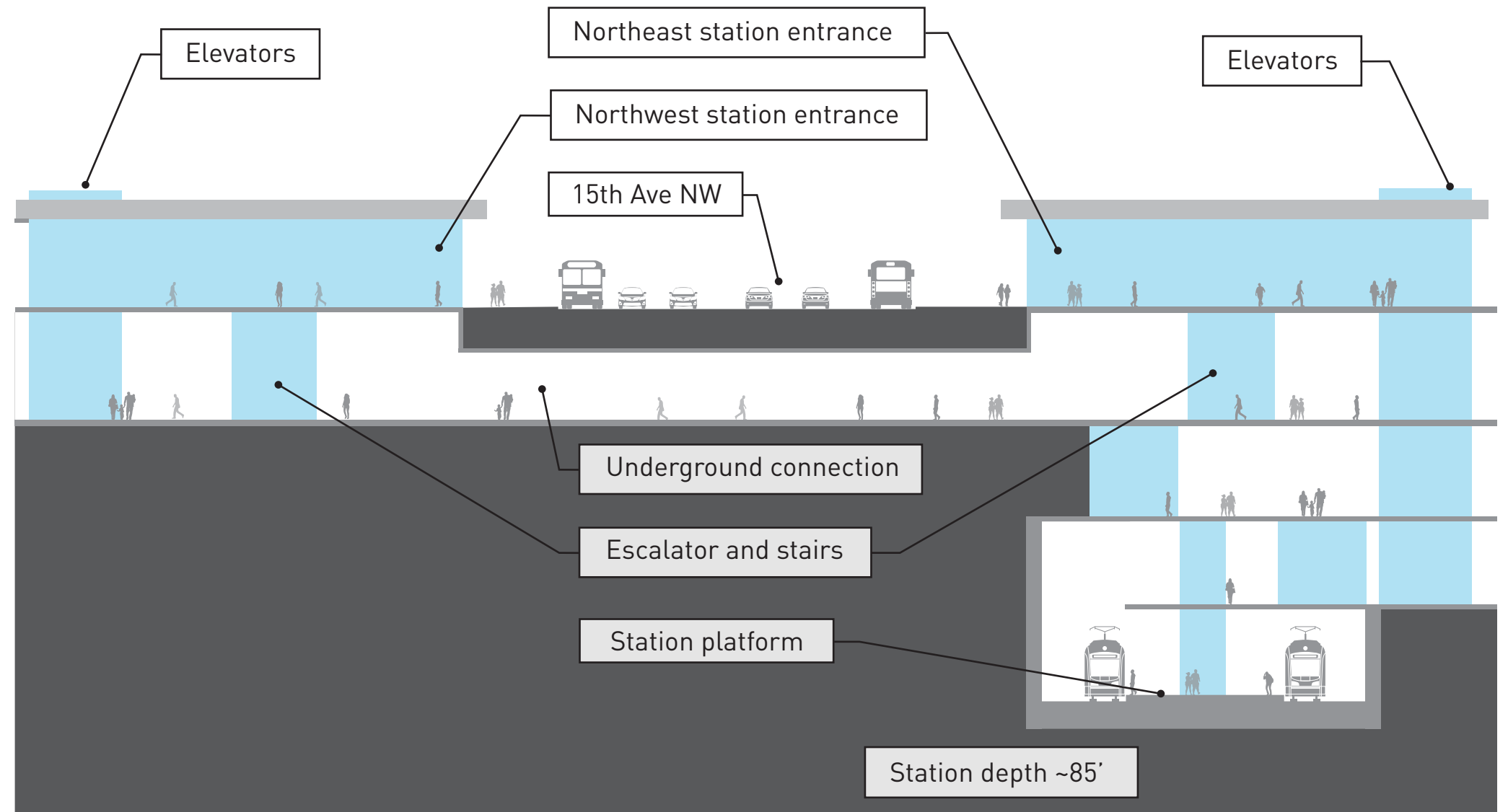
Tunnel 15th Avenue Station (IBB-2b)

Looking inside the station



Station site plan

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Station cross section

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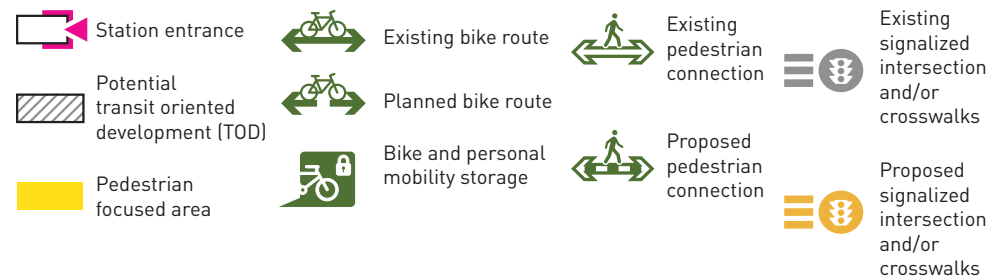
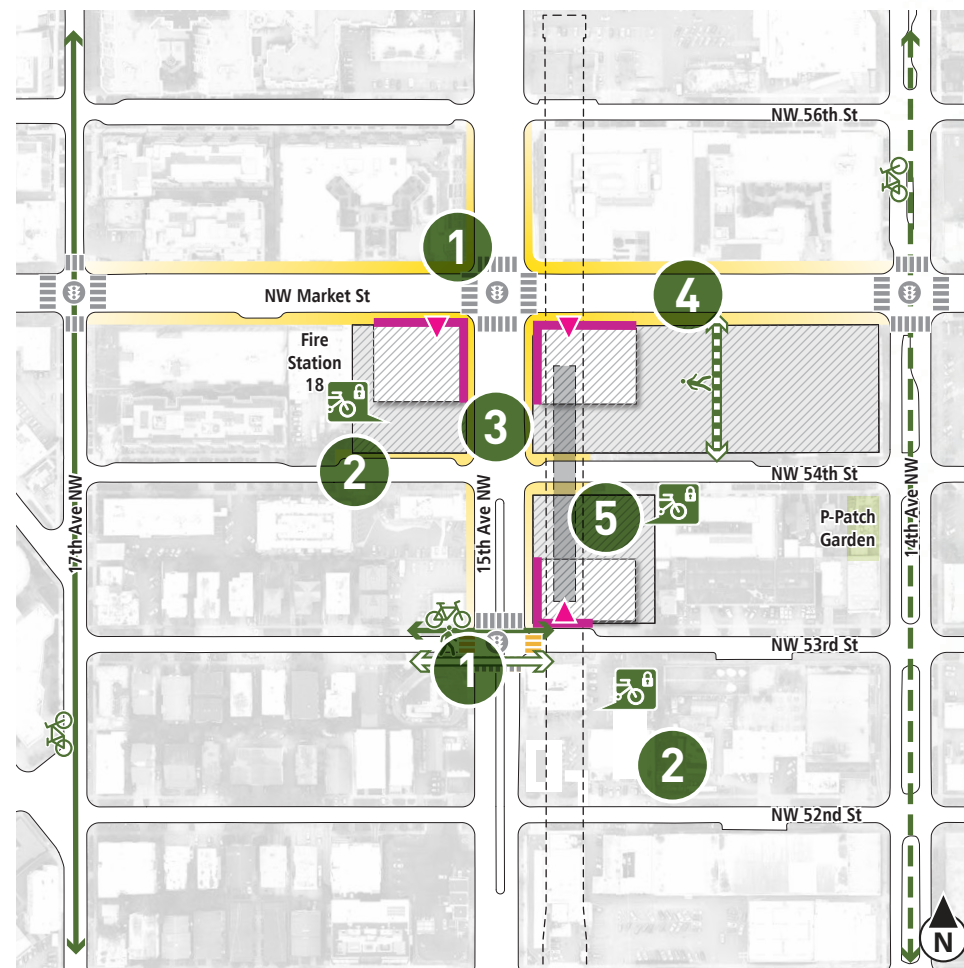
Ballard Station

Ballard Link Extension

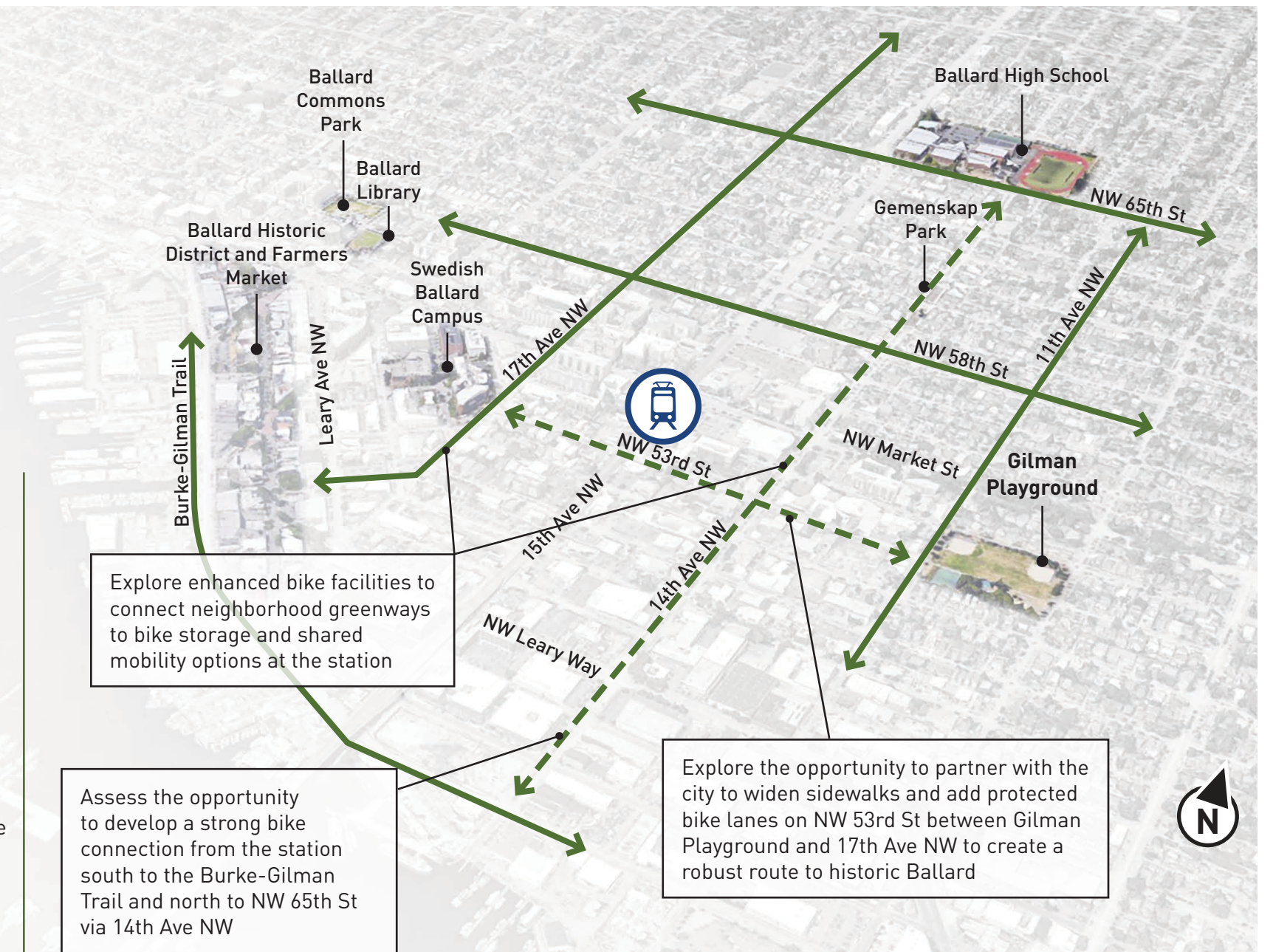
Tunnel 15th Avenue Station (IBB-2b)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Explore lengthening walk signals for pedestrians and enhancing crosswalks
- 2 Locate bike storage convenient to passengers from all directions to avoid the need to cross 15th Ave NW
- 3 Partner to widen the station concourse so the general public can use this connection to cross under 15th Ave NW
- 4 Explore the opportunity to partner on pedestrian improvements, including landscaping, on NW Market St between historic Ballard and 11th Ave NW to encourage walking to the station
- 5 Explore locating bike storage at the station concourse or future transit oriented development



Explore enhanced bike facilities to connect neighborhood greenways to bike storage and shared mobility options at the station

Assess the opportunity to develop a strong bike connection from the station south to the Burke-Gilman Trail and north to NW 65th St via 14th Ave NW

Explore the opportunity to partner with the city to widen sidewalks and add protected bike lanes on NW 53rd St between Gilman Playground and 17th Ave NW to create a robust route to historic Ballard



Bike facility integrated with a new street



Sidewalk designed with pedestrians in mind

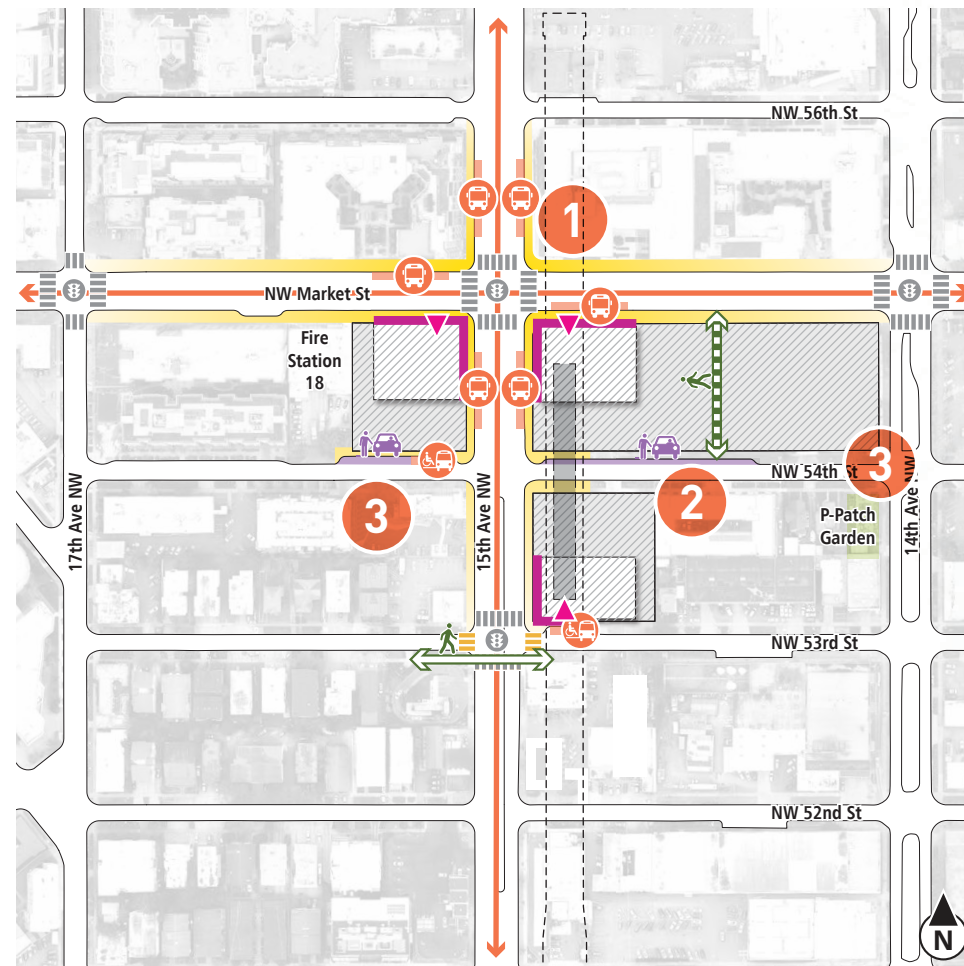
Ballard Station

Ballard Link Extension

Tunnel 15th Avenue Station (IBB-2b)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- | | | | |
|--|----------------------|--------------------------------|--|
| Station entrance | Bus route(s) | Existing pedestrian connection | Existing signaled intersection and/or crosswalks |
| Potential transit oriented development (TOD) | Active bus bay | Proposed pedestrian connection | Proposed signaled intersection and/or crosswalks |
| Pedestrian focused area | Paratransit | | |
| | Pickup/drop-off area | | |

- 1 Partner with the city and King County Metro to improve bus speed and reliability with improvements such as dedicated bus lanes and a bus-only signal at NW Market St
- 2 Explore limiting vehicle use on NW 54th St to minimize conflicts with bus stops on 15th Ave NW
- 3 Refine pickup/drop-off areas and consider multiple locations to disperse vehicles and to avoid 15th Ave NW



Explore design opportunities if vehicle use is limited on NW 54th St at 15th Ave NW including:

- More curb space to accommodate buses and potential for passengers to access both station entrances
- Potential for part of a development to be constructed at ground level with pedestrian access through the building
- Pedestrian plaza with landscaping, weather protection, lighting, and seating
- Vehicle access on the east side of the closure for access into the development and/or potential for a pickup/drop-off loop



A bus queue jump allows buses to cross an intersection before other vehicles to improve transit travel times



Wide sidewalks at station entrances provide ample space for pedestrians heading to the station, waiting for a bus, or just passing through

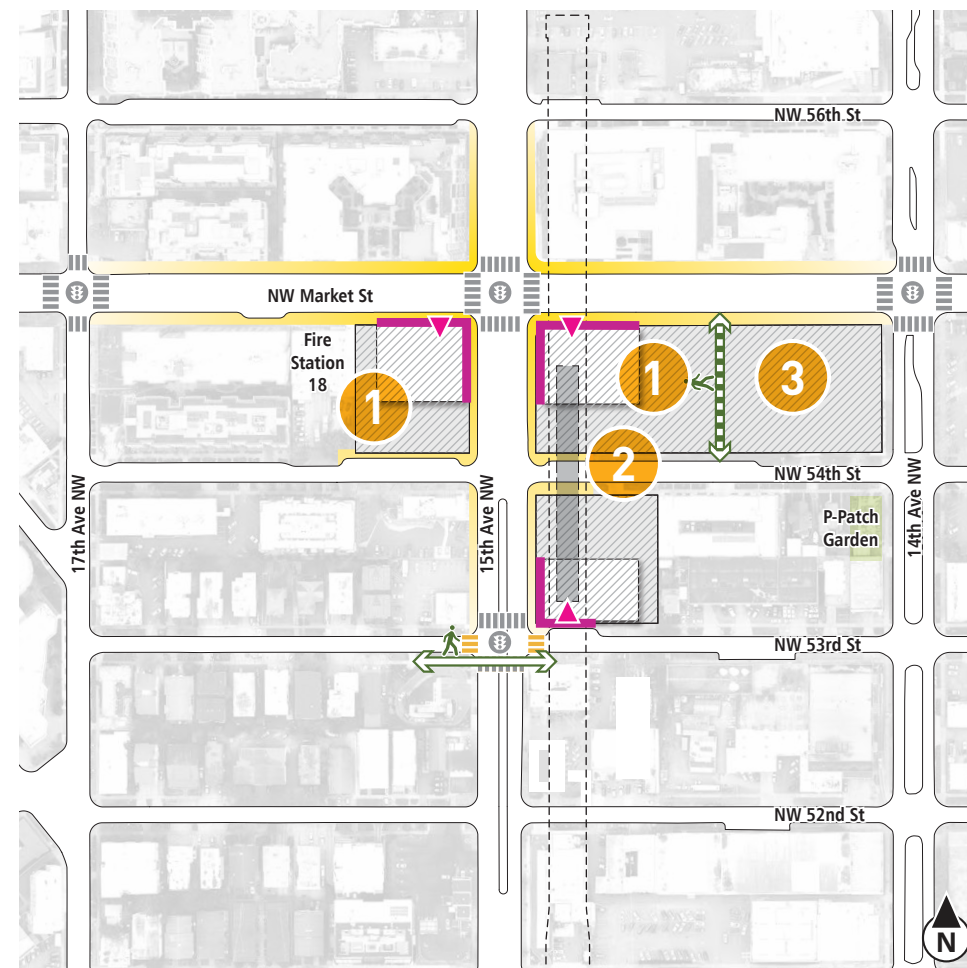
Ballard Station

Ballard Link Extension

Tunnel 15th Avenue Station (IBB-2b)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Assess residential and retail opportunities on sites identified to have development potential
- 2 Explore the idea of an overhead connection between upper floors of two future transit oriented developments
- 3 Design station entrances to accommodate development above

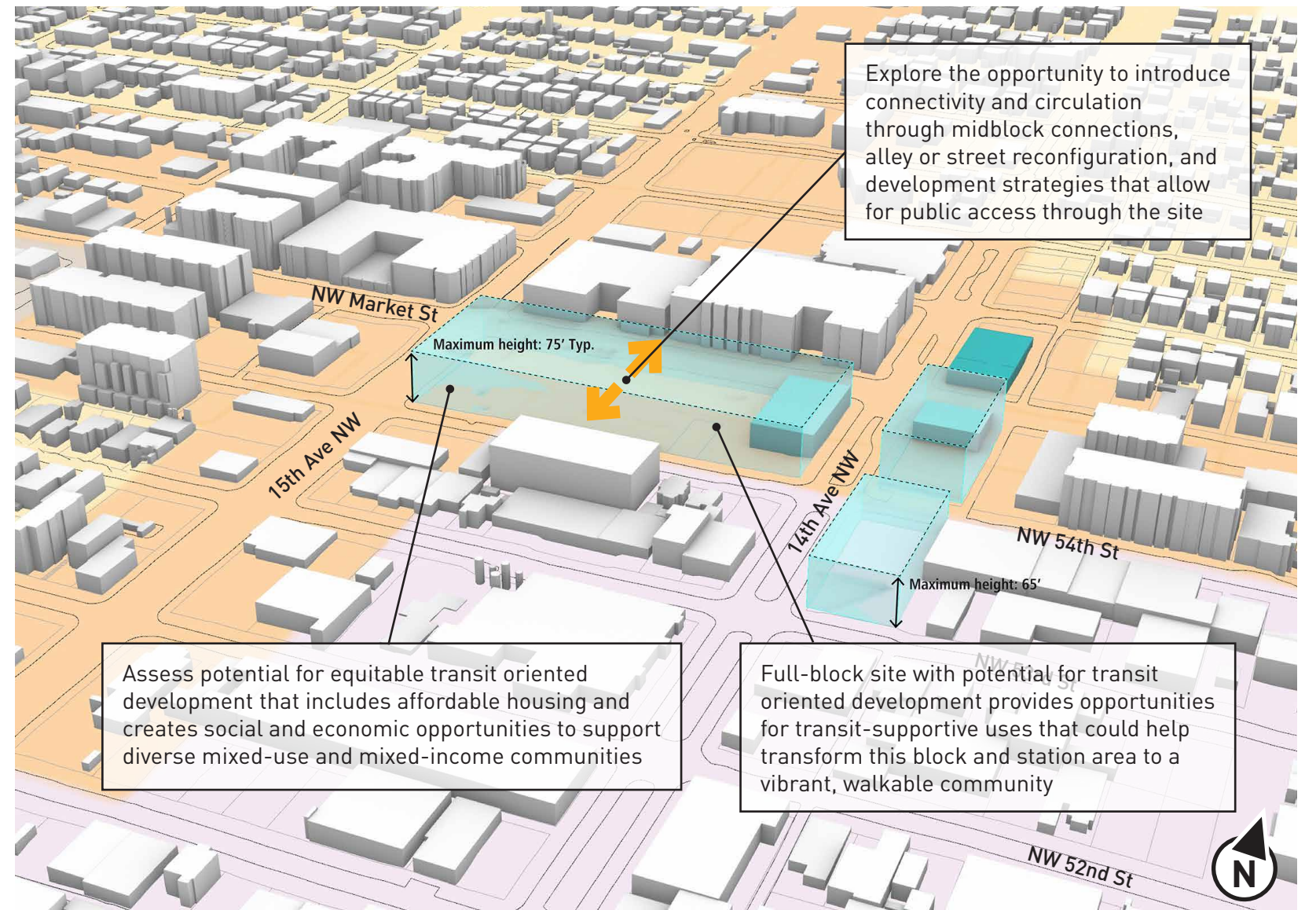
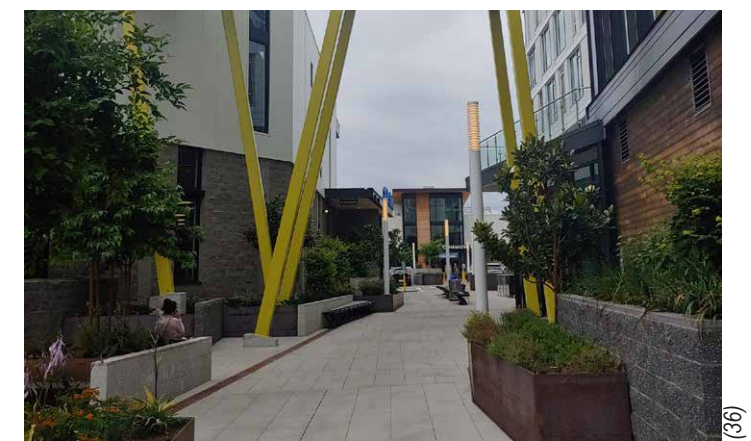


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Industrial Multifamily Single Family



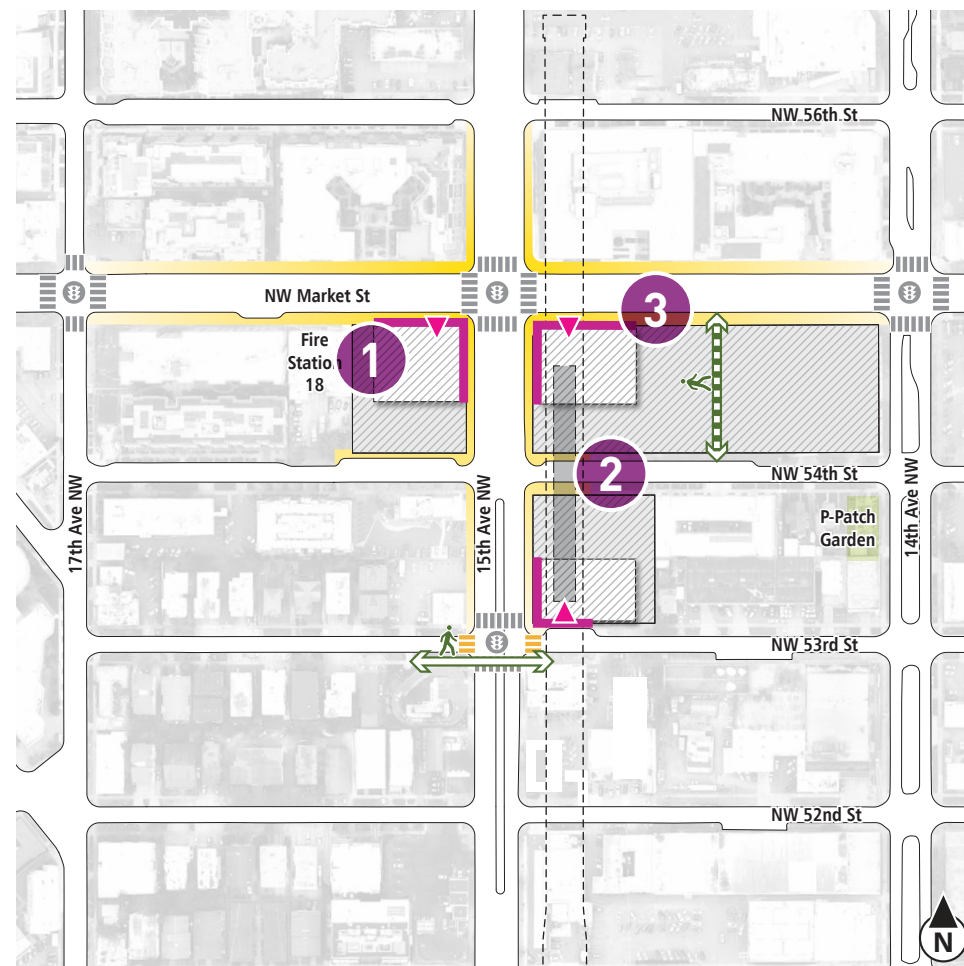
Full-block development



Pedestrian connection through development

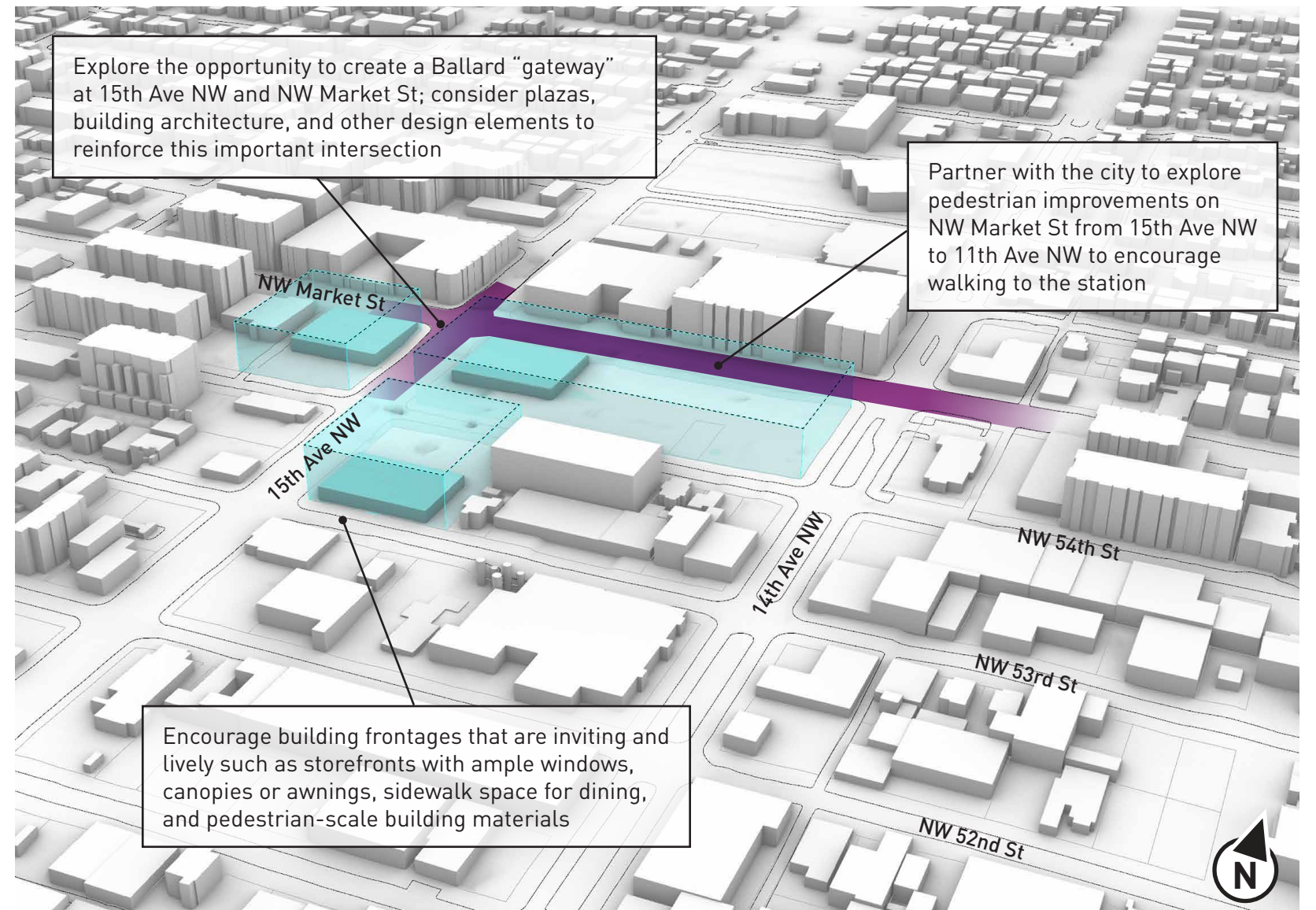
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signaled intersection and/or crosswalks
- Proposed signaled intersection and/or crosswalks

- 1 Create plazas and open space adjacent to station entrances and other active uses
- 2 Explore limiting vehicle use for one block to create a pedestrian-friendly festival street or transit plaza with raised pavement or retractable bollards
- 3 Provide setbacks from the sidewalk or plazas to create circulation space, visibility, and "landing space" for passengers while still creating a strong and active building edge at street corners



Neighborhood gateway – corner plazas with strong design elements



Building frontage with benches, bike racks, and outdoor seating/dining

Ballard Station

Ballard Link Extension

Elevated 15th Avenue Station (IBB-3)

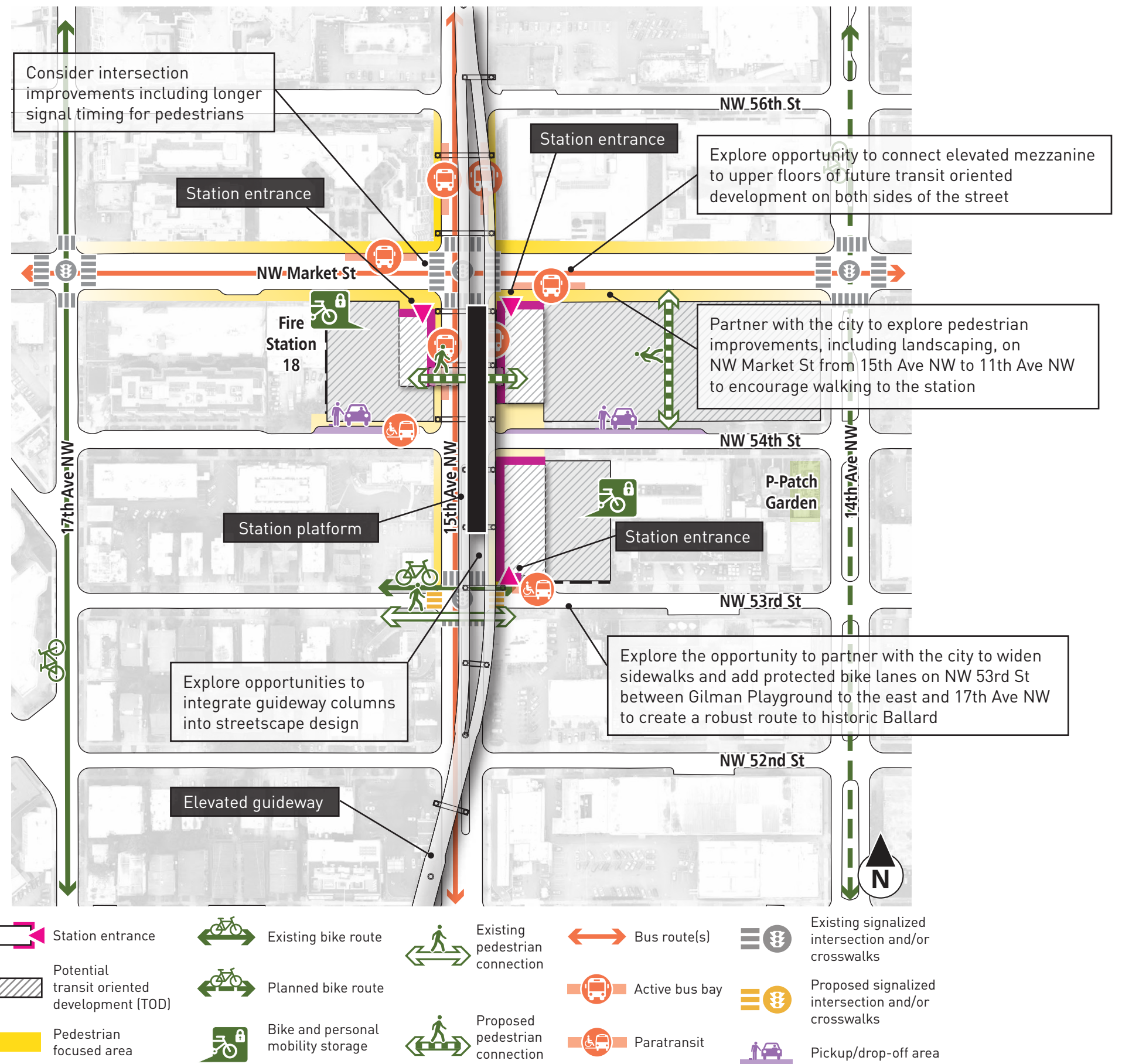
Other Alternative

Station context plan

The Elevated 15th Avenue station alternative would be located on the east edge of 15th Ave NW just south of NW Market St with station entrances on both sides of 15th Ave NW to provide safe and easy access to the station from most bus stops. As with the Tunnel 15th Avenue station alternative, bus riders coming from the east would need to cross the street to get to the station. The elevated station entrances, potentially integrated into a larger development, could serve as a “gateway” to Ballard.

With the elevated alternative, many of the older retail buildings on the east side of 15th Ave NW would be demolished to make room for the elevated guideway. New development on the east side of 15th Ave NW could take advantage of the space under the elevated guideway to provide parking, bike or scooter storage, outdoor café tables or seating, and other uses.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

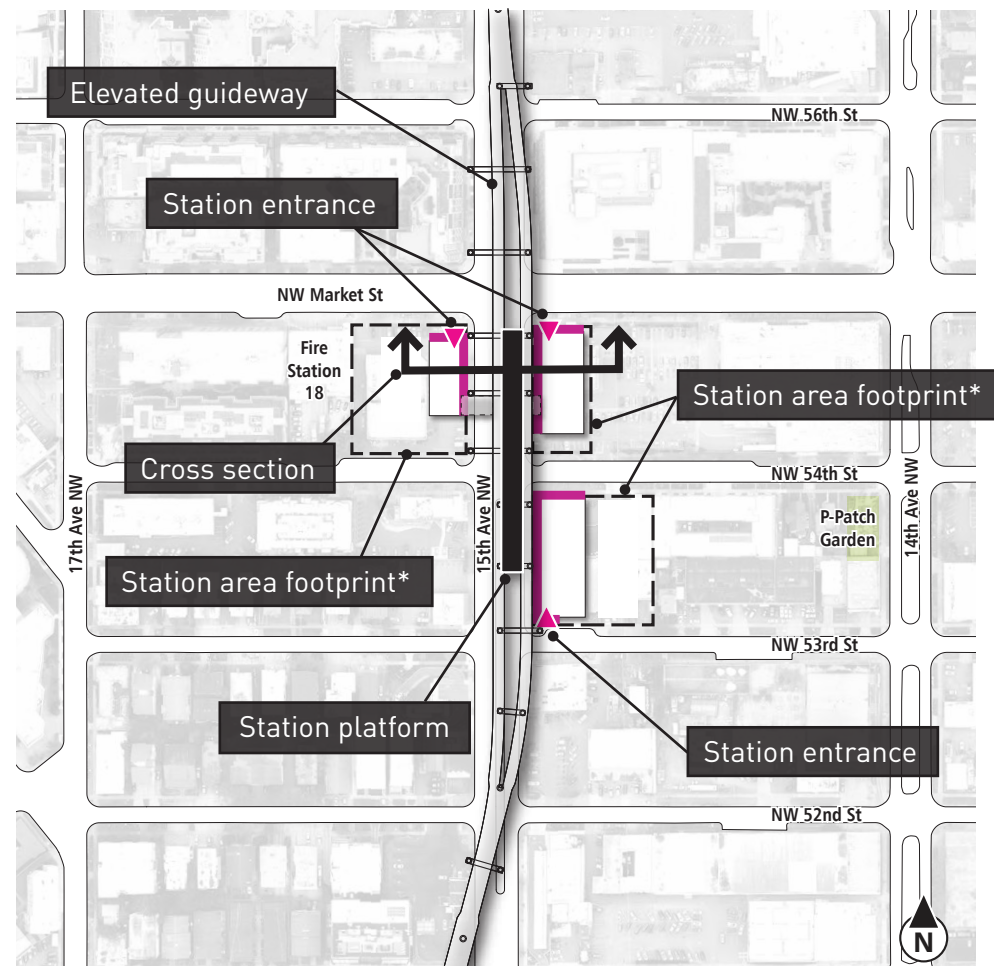


Ballard Station

Ballard Link Extension

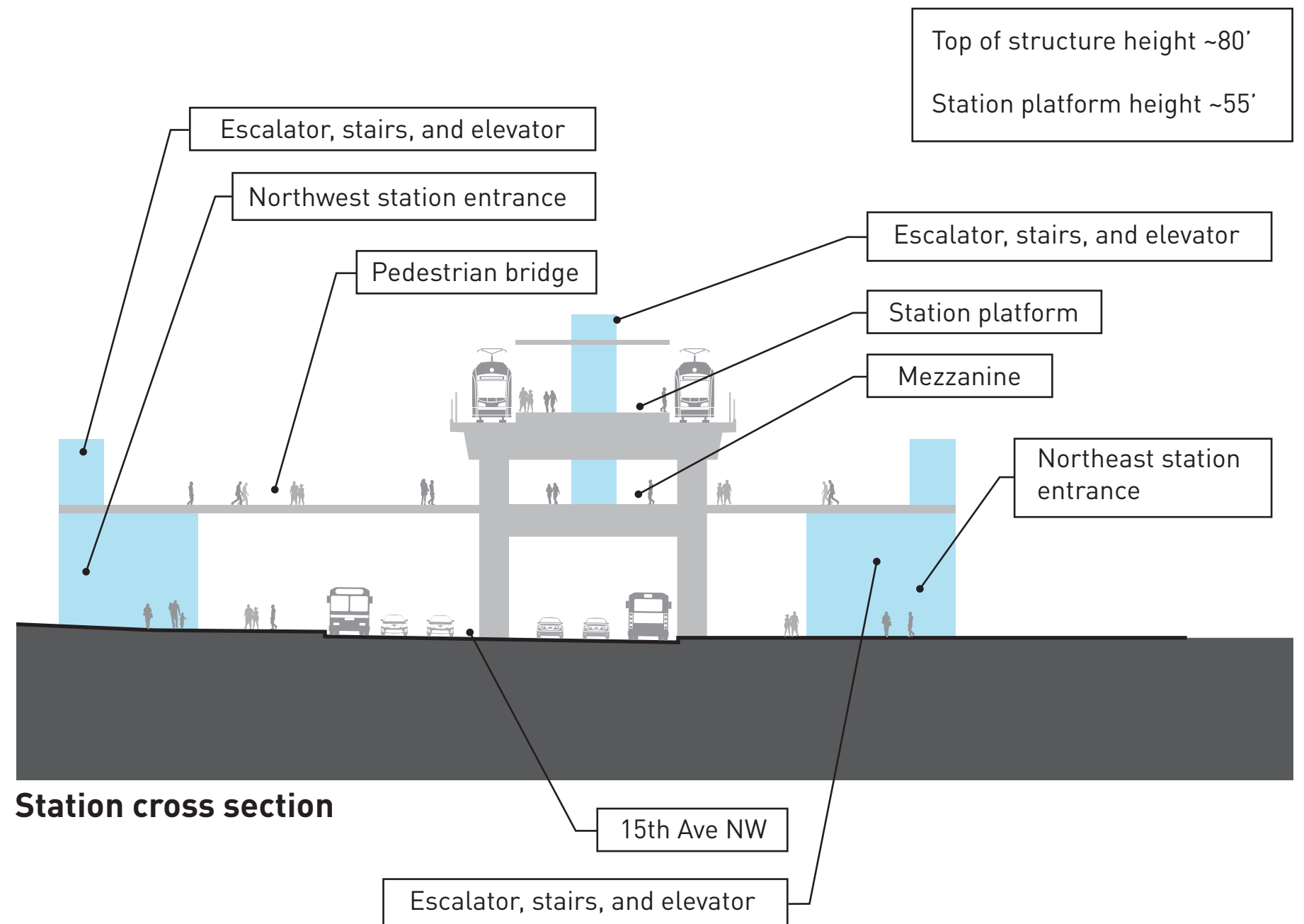
Elevated 15th Avenue Station (IBB-3)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.